

# Amtrak has Community Affairs File sleeper cars Ts NOV 19 1978 again—here

Amtrak has restored sleeping car service through Terre Haute, according to a report from the railroad this week.

The cars are equipped with private rooms for one or two travelers on the National Limited trains between New York and Kansas City.

The news release included a railroad timetable which accompanies this report.

The sleeping cars had been running only on the New York-Indianapolis portion of the route until more cars were rebuilt by Amtrak's Beech Grove, Ind., shops.

With Amfleet equipment operating on the National Limited, the sleeping cars were converted to be compatible with the electrical heating systems used on modern railroad passenger cars, the report continues. Other improvements also were made in the cars, including upholstery and paint.

Major intermediate points served by the National Limited include Philadelphia, Pittsburgh, Columbus and Dayton, Ohio, Indianapolis and St. Louis. Connections are available in St. Louis for Little Rock, Ark.; Dallas, Fort Worth, San Antonio and Laredo, Texas.

Recently, the railroad passenger service began operating a section of the National Limited on a daily basis from Kansas City to Wilmington, Del., Baltimore and Washington, D.C.

The  
National  
Limited

New York  
Washington  
Pittsburgh

Indianapolis  
St. Louis  
Kansas City

READ DOWN

READ UP

| 31                                       | Train Number               |      | 30   |
|--|----------------------------|------|--|
| Daily                                    | Frequency of Operation     |      | Daily                                      |
| <input type="checkbox"/> <del>Am</del> X | Type of Service            |      | <input type="checkbox"/> <del>Am</del> X   |
| <input type="checkbox"/>                 |                            |      | <input type="checkbox"/>                   |
| 4 55 P                                   | Km 0                       | Mi 0 | Dp   |
| R 5 10 P                                 | 16                         | 10   | New York, NY (Penn. Sta.) (ET) Ar          |
| R 5 50 P                                 | 93                         | 58   | Newark, NJ (Penn. Sta.) D 2 12 P           |
| 431                                      | Trenton, NJ                |      | D 1 32 P                                   |
| 4 10 P                                   | 0                          | 0    | Thru Car Washington-Kansas City            |
| R 4 23 P                                 | 14                         | 9    | Washington, DC Ar                          |
| 4 54 P                                   | 64                         | 40   | Beltway Sta., MD (Lanham) D 4 03 P         |
| 5 54 P                                   | 174                        | 108  | Baltimore, MD (Penn. Sta.) 3 33 P          |
| 6 20 P                                   | 216                        | 134  | Wilmington, DE 2 27 P                      |
| R 7 00 P                                 | 145                        | 90   | Philadelphia, PA (30th St. Sta.) Dp        |
| 7 31 P                                   | 175                        | 109  | Philadelphia, PA (30th St. Sta.) D 12 30 P |
| 8 16 P                                   | 253                        | 157  | Paoli, PA 11 58 A                          |
| 8 50 P                                   | 309                        | 192  | Lancaster, PA 11 13 A                      |
| 9 00 P                                   | 309                        | 192  | Harrisburg, PA Dp                          |
| F 10 04 P                                | 407                        | 253  | (Conrail) Ar                               |
| 10 41 P                                  | 465                        | 289  | Lewistown, PA • F 9 04 A                   |
| F 11 10 P                                | 497                        | 309  | Huntingdon, PA • 8 24 A                    |
| 11 33 P                                  | 520                        | 323  | Tyrone, PA • F 7 55 A                      |
| 12 32 A                                  | 583                        | 362  | Altoona, PA 7 33 A                         |
| F 1 18 A                                 | 640                        | 398  | Johnstown, PA 6 33 A                       |
| F 1 29 A                                 | 655                        | 407  | Latrobe, PA • F 5 50 A                     |
| 2 30 A                                   | 705                        | 438  | Greensburg, PA • F 5 38 A                  |
| 2 45 A                                   | 705                        | 438  | Pittsburgh, PA (Penn. Sta.) Dp             |
| 8 50 A                                   | 850                        | 528  | Dennison, OH • Ar                          |
| 7 15 A                                   | 1011                       | 628  | Columbus, OH Dp                            |
| 7 30 A                                   | 1011                       | 628  | Ar   |
| 9 12 A                                   | 1125                       | 699  | Dayton, OH 9 50 P                          |
| F 10 16 A                                | 1191                       | 740  | Richmond, IN • (10th & No. E St.) F 8 45 P |
| 11 55 A                                  | 1302                       | 809  | Indianapolis, IN Dp                        |
| 12 10 P                                  | 1302                       | 809  | Ar   |
| F 1 35 P                                 | 1418                       | 881  | Terre Haute, IN • (ET) F 5 35 P            |
| 1 45 P                                   | 1526                       | 948  | Efingham, IL (CT) 3 30 P                   |
| 4 10 P                                   | 1685                       | 1047 | St. Louis, MO Dp                           |
| 4 35 P                                   | 1685                       | 1047 | Ar   |
| 5 04 P                                   | 1708                       | 1060 | (Missouri Pacific) Kirkwood, MO 12 43 P    |
| 6 53 P                                   | 1880                       | 1168 | Jefferson City, MO 10 49 A                 |
| 8 03 P                                   | 1981                       | 1231 | Sedalia, MO • 9 39 A                       |
| F 8 36 P                                 | 2028                       | 1260 | Warrensburg, MO • F 9 03 A                 |
| 10 05 P                                  | 2131                       | 1324 | Ar Kansas City, MO (CT) Dp                 |
| 2 10 A                                   | Dp Kansas City, MO (CT) Ar |      | 5 35 A                                     |
| 5 05 P                                   | Ar Albuquerque, NM (MT) Dp |      | 1 20 P                                     |
| 9 05 A                                   | Ar Los Angeles, CA (PT) Dp |      | 7 30 P                                     |

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Community Affairs File



# Rail Stations: Past And Present

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Railroads, T.H.*

Community Affairs File

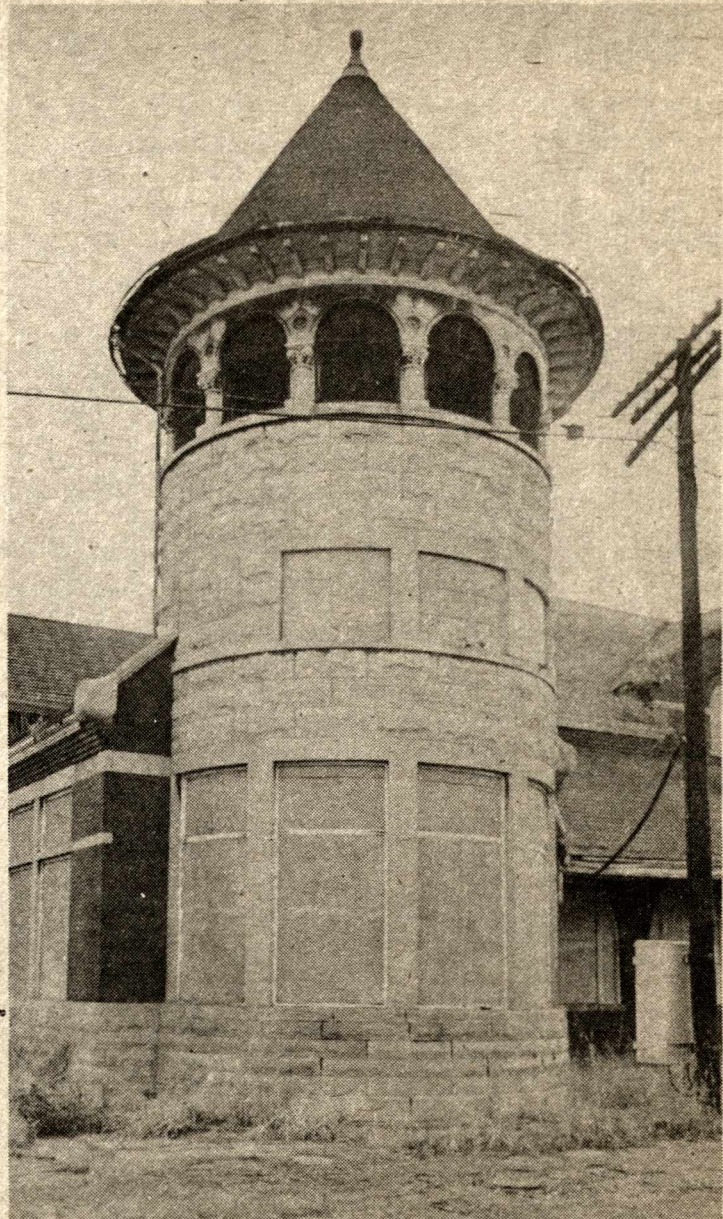
TS JAN 18 1981



Community Affairs File

**YESTERDAY AND TODAY** — Countless trains carrying a wide variety of passengers made regular stops at Terre Haute's Union Station, captured at left in a 1925 photo before the building and its mosque-like "look-out" tower were razed. The photos above and below show the present condition of the rail facility just north of the downtown area.

Community Affairs File





# Special Report

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T S APR 11 1982

### That call is silent, but memories linger

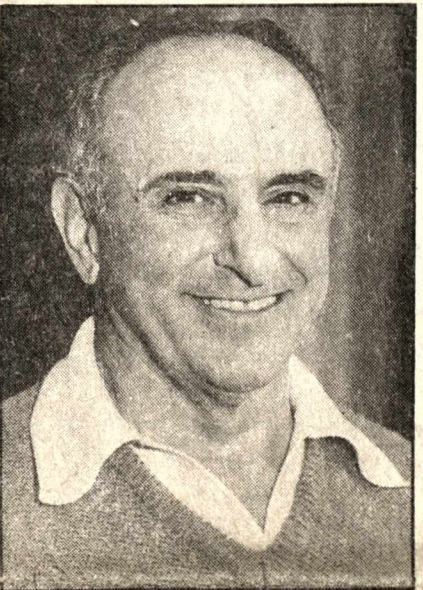
By JERRY PHILLIPS  
Tribune-Star Staff Writer

Those maintenance crews on the New York Central pampered each section of track as a mother with baby. Changing ties and rails as necessary, they powdered each length with ballast to avoid later sore spots.

"We took a lot of pride in our work in those days," said Moses Malooley. "All we wanted passengers to hear was the 'click, click, click,' of the track."

Before shelving his conductor's watch in 1977, Malooley had worked many jobs for the System. One was maintenance of way.

"I knew the locations of every berry patch along the line from Indianapolis to St. Louis," boasted the man, whose eyes admitted he had more than once been caught discovering wild strawberries when a section foreman called the gang back to work.



MALOOLEY

His face appears younger than his memory as he speaks of the railroad. "A foreman might get a call in the middle of the night — An engineer had discovered a rough spot — He'd get dressed and go fix it himself. He didn't want any reports of dangerous areas in his section of track."

Safety, if not pride, was the Central's watchword.

"You were safer riding on a passenger train than sitting in your living room," Malooley recalls.

An air of competition with the Pennsylvania Railroad hovered.

"We had the fastest legal track," said Malooley.

"I'm not saying some Pennsy engineers didn't go that fast or faster, but the NYC had the only ICC (Interstate Commerce Commission) 80 mph track."

The railroad had many rules, and Malooley confesses he bent a few on occasion.

"When I was a conductor walking freight trains I didn't report the hobos. I remembered the rough times I'd had before I started on the railroad."

"I'd just point them to a safe car. I never wanted to fill out any injury reports."

"Sometimes when it was really cold, I'd let them ride in the caboose, which broke every regulation there was," Malooley admitted. "But I couldn't let them freeze!"

Cold weather took its toll on Malooley too, who shared a 65-mile daily drive to the Avon (Indianapolis) Yards with a man named Russell Wallace.

"We prided ourselves on getting to work on time. There was only once, during the winter of '77, we were late.

Even then, we got there before the guys who lived closer to the yard.

"I went through all those blizzards. — One son was out of college, the other a senior at West Point. — I said to myself, 'Moses, that's it!' ... That's when I retired."

Malooley has two sons, Charles, a design engineer for Magnavox Corporation, and Mike, who before a military career, was a star athlete at Schulte High School.

His wife is named Lutefa, which Malooley translates from Arabic as "gentle and peaceful."

"Speak of the greatest misnomer ... Boy, did they ever blow that name!"

He chuckled a moment, then somewhat hopefully added, "She'll know I'm only kidding."

Wedge in history between the Big Four's Knickerbocker and Amtrak's National Limited, Malooley reflects the railroad the way the bill on a Trainman's cap mirrors your face.

"It grieves me," he said as he examined a recent photograph of Terre Haute's remaining railroad depot. "I've never seen another station which was a replica of it."

Malooley shook his head and told of immaculate grounds and an equally clean interior, as he recreated the station in verbal pictures.

"We had a canopy across the walkway where people waited. It ran the full length of the station."

"Not too long ago they took it down in sections and put them out in Deming Park," he recalled.

"On any shift there were 10 or 12 men working in the station: a ticket agent, two or three porters, the station agent, the train master and his secretary, NYC and C&EI dispatchers and the baggage room clerks and helpers."

"It was busy 24 hours a day. 'In the days shortly after 'the war' we had quite a number of passenger trains coming and going constantly. And they all did a lot of BUSINESS!"

"We had a hot-shot train called the Southwestern Limited. It was one of our better trains, usually about 15 or 16 cars long."

"It would get here a little after noon. A westbound train that was similar would get to Terre Haute about the same time. These were the fastest trains. Early in the morning there was another fine train with a lot of sleepers on it."

"All these were steam-powered trains. Diesels didn't come through here until the 1950s."

Malooley's eyes began to glow as he recalled one of his favorite years with the line.

"On one train I was brakeman in its last year of operation. It was a little gasoline engine train. We called it the 'Doodlebug.'"

The baggage car was built right on the engine and it usually pulled just one coach.

"It made one trip to Indianapolis and back each day and stopped at all the little stations like Fontanet, Fillmore, and Danville, Ind."

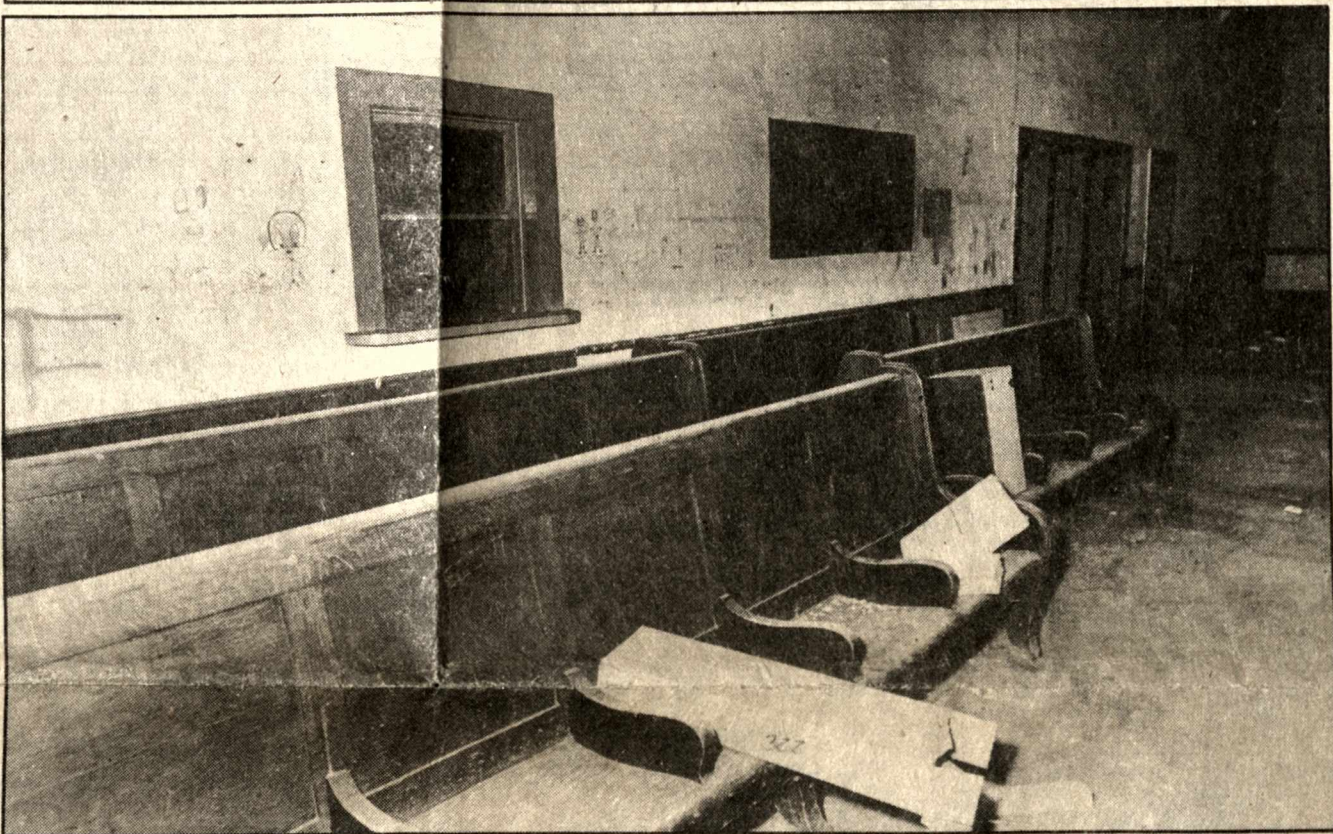
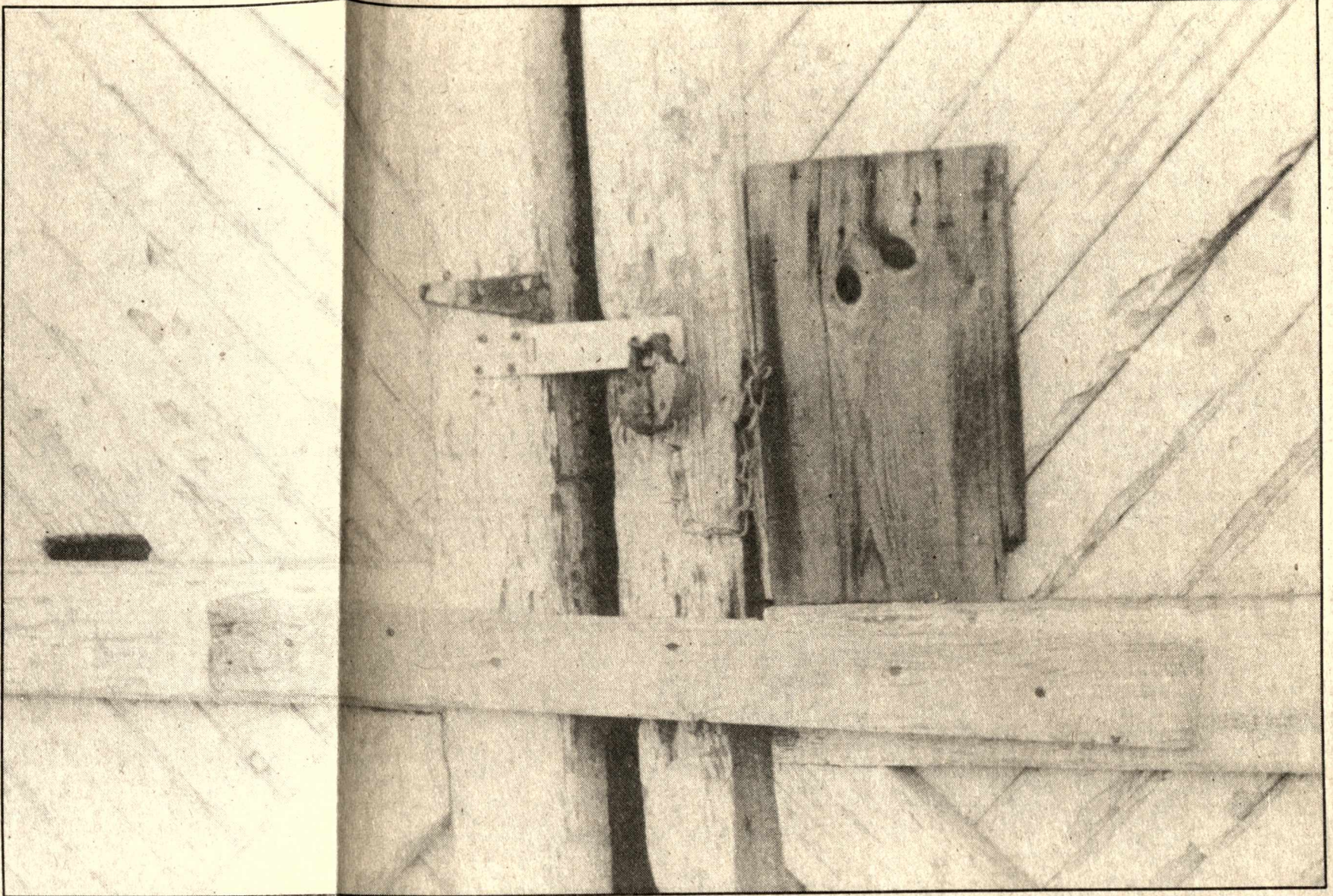
"Anyone along the track could flag it down."

"It gave a great deal of service up and down the track between Terre Haute and Indianapolis."

Fare for a one-way, 72-mile trip was \$1.10 in 1947, the Doodlebug's last year.

"It was a good little train — I hated to see it go."

"They all were good trains!" said Malooley, reflecting on his 37 railroading years. "It was a bearable job...You made it a bearable job."



Depot waits ...  
for what?

The blocked door at Terre Haute's old train depot (above) is symbolic of the building's decay. (Left) Benches in the waiting room have all been pushed against one wall. (Below) The ornate ceiling is a stark contrast to the desolation that dominates the depot's interior.

Staff Photos/Jerry Phillips/  
Mark Winkler



## Railroad bureaucracy derails simple request

It seemed simple enough: to call some railroad official and get him to unlock the train station so we could get some photographs of the interior. It was early Friday afternoon.

I assumed that because the area around the depot was for sale by Penn Central Properties, a call to their office at Cincinnati could be made and some secretary would tell me who had the key and give me their blessings. The first number I called was the wrong Penn Central Properties office. The secretary there gave me another number in Cincinnati. I tried again.

"Yes, this is the office handling real estate in Terre Haute," said a pleasant voice, "but the gentleman you need to speak with won't be in

until Monday."

The following Monday I called back and reached Bill Stockhoff, a marketing representative for PC Properties.

"Penn Central doesn't own the station," he told me. "It belongs to Conrail."

Directory Assistance at Cincinnati gave me the number of Conrail Realty Manager, Cliff Wartman, who explained that permission to enter the building would have to come from the Conrail Public Relations office in Philadelphia. He relayed the number and told me to ask for Karen Hardaker.

I decided it might be handled locally after all, and called Bill McClain, Conrail Yardmaster, here.

He had a key and was quite willing

to help, but said he had to have authorization from Conrail officials before he could unlock the door.

When I reached Ms. Hardaker in Philadelphia, she informed me that this was not her week to handle such requests, and that I should speak with Pat Illuminati, who was unavailable at that time.

After three additional calls to Philadelphia, Ms. Illuminati finally returned my call.

"I'm sorry," she said, "But Amtrak has a lease on that building ... Their number in Washington, D.C., is ..."

I was beginning to wonder if a crowbar might be more effective than a key by the time I dialed the Washington number.

A lady at the Amtrak Washington

office, who identified herself as Kim, instructed me to contact Paul Smolan at the New York Amtrak office.

Trying with utmost restraint not to scream, I managed to say, "Really, all we want is to get inside an old, abandoned train station and shoot some photographs for a newspaper feature story."

"I'm sorry," she said.

It took me nearly half an hour and two cups of coffee before I developed enough courage to call New York. Finally, as it neared 5 p.m., I had gained strength; I will not give-in to bureaucracy, I kept thinking as I dialed the New York number. Mr. Smolan answered the phone, and after I briefly described my plight, he interrupted.

"You poor man; they've routed you all over the country."

"If you only knew," I thought.

"I'll get this taken care of and call you back in 15 minutes."

Ten minutes later I received a call from Joan Corbitt in New York.

"What exactly do you need?"

"Just some photographs of the interior of the depot."

"Is that all?"

"Yes." I was nearly losing my cool; I could barely hold back hysterical laughter.

"I haven't been able to reach Chicago yet, but don't worry I'll have someone call you first thing in the morning."

Don't worry! I hardly slept Wednesday night.

At a little after noon Thursday my home phone rang. It was Pam Dickson of the Indianapolis Amtrak office.

"Oh, you want to photograph the Terre Haute station. I thought you wanted to take pictures of the Indianapolis station, and it is open to the public. But there is no problem in Terre Haute as far as we're concerned."

"Really, though, you should check with Conrail; they own the station."

"Will you please call Mr. McClain at the Yardmaster's Office," I pleaded.

At a little before five I called Bill McClain and we agreed to meet Saturday afternoon at the depot.—  
JERRY PHILLIPS



# Local Amtrak train service improved

Railroads (TH)

Sp SEP 5 1978

## National Limited receives newer passenger cars

By Mark C. Ottesen

It was 2:20 p.m. when Amtrak's newly re-equipped National Limited passenger train rolled into the Terre Haute depot on its inaugural run to Kansas City. It had been due at 11:50 a.m. So, my trip to Kansas City and back at the invitation of Amtrak's public relations department was not off to a very auspicious start.

During the long wait outside the locked and boarded-up depot at Seventh and Tippecanoe streets, I talked with a veteran railroader who was there to see the new train arrive. He wasn't too enthusiastic, saying "I'll miss that sizzling steak served on a platter." He was referring to the train's food service car which serves airline-style, pre-prepared meals. There's no steak on the menu.

Indeed, the train's interior resembles that of an airplane, and I came away with a good impression of it. The cars (called Amfleet) are comfortable and much quieter than conventional railroad cars. There's a public address system which the trainmen used to call out station stops as well as points of interest (including the Wabash River on my return trip). Each seat has an individual reading light and a leg rest. Also, there are push button sliding doors between the cars which are helpful when you have your hands full. And the air conditioning works well, in contrast to the cars previously used on the train which Amtrak says had an average age of 28 years.

While new to Terre Haute, the Amfleet cars are actually several years old. Amtrak ordered 492 of the modern cars at a cost of \$206.3 million. The first ones received from the builder went into service in August, 1975.

The food service car (called an Am-dinette) is divided into three sections: a lounge, combination carry-out counter and galley, and a dining area. Amtrak public relations representative Joseph Vranich pointed out that the dinners served in the dining area are heated in a conventional oven and not a microwave so as to bring out all the flavor. Passengers not wanting a full dinner can order sandwiches or snacks and can carry them back to their coaches where folding trays are built into the seat backs.

Even though a sizzling steak wasn't available, the food was good and reasonably priced. I had three meals in the Am-dinette to and from Kansas City and didn't hear any negative comments from the passengers. The complete dinners included pie for dessert and were all under \$5. Selections included stuffed, baked chicken and filet of sole.

There were grumbings from some of the passengers though, and they all centered around the lateness of the train. We arrived

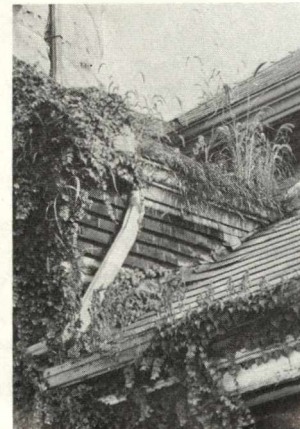
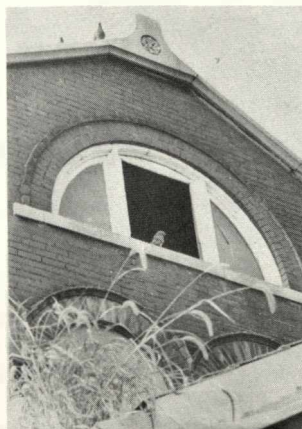


*More modern railway coaches have been put in service on the National Limited, Amtrak's New York to Kansas City train shown taking on passengers at Terre Haute's railroad station. The boarded-up station (right) continues to deteriorate.*



*Terre Haute's railroad station has become a nesting spot for pigeons (below left) while vandals damage property like the phone booth (center) and weeds turn the roof areas into a hanging garden (right).*

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Photos by American Visuals



in Kansas City shortly after one o'clock in the morning, more than three-and-a-half hours late. One couple with a small baby from Ohio told me they were going to Texas, and they were concerned that they would miss their connection which was due to leave Kansas City at 12:35 a.m. Luckily, Amtrak held the Texas train for them and some other passengers. However, a conductor told me this is not always done.

Vranich, the public relations representative, said most of the train's lateness was due to the unfamiliarity of the crews with the new equipment. Also, he said the New York-Indianapolis sleeping car has to be switched out at Indianapolis and the new cars' chemical toilets cleaned at Columbus, Ohio.

Vranich said Amtrak intends to monitor the train's schedule and make additions and subtractions where appropriate. He said a new schedule would then be negotiated with Conrail "so you can count on the train being in Terre Haute or any other point on the route when it's supposed to be there."

As for sleeping car service, Vranich said it would be reinstated through Terre Haute between Kansas City and New York in November. Currently, not enough of the all-electric, rebuilt sleepers are available to cover the entire route. Also, as enough of the Amfleet coaches become available for reassignment, a through Washington section of the train is scheduled to be placed in daily service on Oct. 29. Then, passengers

will be able to travel from Terre Haute to Washington without changing trains.

Some notes on the trip: Eating dinner and breakfast on the train was fun. I was seated on separate occasions with a retired couple from Colorado and a law student from Kansas City and had enjoyable conversations with them. And there's something relaxing about watching the scenery glide by as you're eating.

The passengers were unusually courteous and friendly to each other, perhaps because they were sharing a common experience and had something to talk about.

Conrail crews were working on the tracks at several points between Terre Haute and St. Louis, and the train would often slow down where the track work was in progress or had not begun yet. The maximum speed limit was 70 m.p.h., according to Vranich.

West of St. Louis on the profitable Missouri Pacific Railroad, the running was fast and smooth with a speed limit of 75.

St. Louis Union Station is in poor condition. Much of the huge building is not in use. Vranich said Amtrak announced plans several weeks ago to construct a new, smaller station at St. Louis.

However, Vranich was not optimistic that Terre Haute would get a new station in the near future. Amtrak, supported by tax dollars, is working within the limits of a tight budget.

He said there is a possibility that funds would be available to renovate Terre Haute's old depot on a cost-sharing basis.

Amtrak has a program under which it will pay two-thirds of the cost of the restoration work up to \$40,000. The other one-third would come from local government, which would have to apply for the program through Amtrak's director of state and local relations. But if the project goes over \$40,000, the percentage of the cost paid by Amtrak would decrease.

If such a project is undertaken, it will take time. Meanwhile, unless something is done of a temporary nature, people waiting for trains in Terre Haute this winter are going to get cold outside the locked depot.

Another handicap for Terre Haute passengers is the lack of an Amtrak ticket agent here. Vranich said once patronage increases, an agent and baggage service might again be justified.

"In the past, it was much too costly," he said.

If you want to take a train from Terre Haute, you can call a toll free number in the local telephone book for information and reservations. You can also buy your ticket from the conductor on the train.

I came away from the trip with this conclusion: Amtrak service to Terre Haute has taken a step forward with modern, reliable equipment. But much remains to be done concerning on-time performance and the lack of a station and ticket agent.

In addition to riding trains, Mark Ottesen, also known as Mark Christian, heads up the news department at WBOW Radio.



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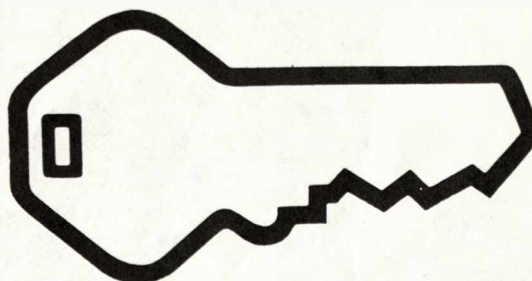
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Historic Landmarks (H)

# Historically

Community Affairs File Ts MAR 28 1976

## Speaking

Ts MAR 28 1976  
By DOROTHY J. CLARK



On March 26, 1898, work was begun on the Big Four Depot at the northwest corner of 7th and Tippecanoe streets. The main entrance was planned on 7th Street, and a short corridor separated office rooms from the main waiting room — 70 feet long by 62 feet wide — a larger waiting room than the one at Union Station.

Col. E. E. South's office and the telegraph operator were located at the right of the entrance. On the left was the ladies waiting room, toilet and parcel room. West of the main waiting room was the baggage room, Express Company's room, gentlemen's room and toilet.

On the south side was a porte cochere where carriages could drive up and deliver passengers or pick them up. The south side was considered the handsomest side from an architectural point of view, but the west side had handsome grass plots and beds of flowers.

Architect Jacobs, of the Big Four at Cincinnati, was the designer of the structure. George W. Kittredge was the chief engineer.

The northeast corner of the building, over a large bay window, was erected a three-story tower, pierced with windows in the second story, while the third was open and the roof was supported by pairs of short columns. The central entrance had been changed from the square doorway to a circular arch. After a portion of the wall had been built over the doorway, it was found that the construction was not strong enough and at the suggestion of President M. E. Ingalls, of the Big Four, who passed through the city and inspected the work on the new depot, changes were made. The original design of the building was published in the newspaper, but the later changes were never published. This has always been a puzzle to recent architectural students.

The floor is Italian mosaic tile, and the roof was originally of tile. August Ohm, of Terre Haute, was awarded the contract for erecting the depot on his bid of \$25,000. It was completed in 1899.

August Ohm also was awarded the contract for the fine hotel by Monninger and Dressler at the southwest corner of 7th and Tippecanoe streets. The cost of the building was set at \$12,000 and the original architect's elevations show it to be a handsome building with its imposing front on Tippecanoe Street.

On the northeast corner of the building there was a tower somewhat over three stories high, surmounted by a fancy shaped roof and cut by windows, the casing of which were of ornamental design to go with the rest of the exterior. The building was planned by Boland and Son, of Indianapolis. The three stories were built of pressed brick and light stone, with stone used extensively on the front.

Community Affairs File

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The first floor of the hotel included a bar, a gentleman's cafe, and a kitchen. In the basement were two bowling alleys, described in the 1898 newspaper as "a great feature of the hotel for those athletic guests who are fond of scattering the pins."

The two top stories contained 20 well-lighted and ventilated rooms for the accommodation of guests. Each room was well heated and had two windows.

The whole building was lighted with electricity and heated by steam, furnished by a plant connected with the hotel.

The bar fixtures were quite elaborate and beautiful. Completion date was May 1, 1899.

Another new building under construction at that time at 7th and Tippecanoe was the fine new store of R. L. Conover. The two-story structure was being put up by August Ohm, from the plans drawn by James M. Sherman, architect, at a cost of \$5,000.

Pressed brick was furnished by the Terre Haute Pressed Brick Co., and the stone by an Indianapolis firm.

The first floor was devoted to a bar room and five other rooms while upstairs there were eight living rooms. The bar fixtures were very elaborate and the floor was an expensive mosaic.

The Conover building was lighted with both gas and electricity, and heated by a large furnace. The mill work was done by Clift, Williams & Co. The building was furnished and ready to open by May 1, 1899.

Albert R. Monninger, of Monninger & Dressler, proprietors of the Great Northern Hotel, was born in 1860 and attended the old seminary in Terre Haute, completing his education with a commercial course. He traveled on the road for his father, who was engaged in the wine industry here, for some 13 years, and then was traveling representative of H.

over



Hulman & Co. for several years, covering Ohio, Indiana and Illinois.

Having gained considerable experience, pleasant and otherwise, of hotels during his extensive travels, he decided to go into the hotel business. The Great Northern Hotel became known far and wide for the excellence of its service and accommodations, and the reasonable prices asked of them. The hotel was operated on the European plan and was modern for its time. Accommodations for 200 guests were available, and the excellence of the food served in the dining room was famous.

In 1886, Mr. Monninger was married to Lena Dressler, and they had two children, Albert C., who died young, and Marie Frances, who later married George C. Foulkes Jr.

The old Great Northern Hotel and the Conover Building were torn down during Indiana State University campus expansion efforts, and only the old depot remains, an unkept, slowly dilapidating building sadly in need of basic repair with weeds and trash accumulating around the premises and grass growing in the cracks of the sidewalk surrounding the building. Surely some ideas will be forthcoming as to its future use and preservation. It would be a shame to lose yet another old landmark in the community.



Historically speaking

~~Clerk, Dorothy~~

Railroads (T.H.)

Community Affairs File

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# Recall courage and fear of Midnight Cannonball wreck

T s MAR 6 1983

By DOROTHY J. CLARK

One of the most spectacular train wrecks in Indiana occurred March 10, 1897, when the "Midnight Cannonball," the No. 5 going south on the Evansville and Terre Haute Railroad, ran into a washout between Decker Station and Hazleton south of Vincennes.

Engine No. 94 was pulling a baggage car, four coaches, a sleeper, ladies day coach, and a combination smoker and mail car when it left Chicago, stopped at Terre Haute about midnight and continued south.

At least five trains had crossed the iron bridge and trestle successfully in the hours preceding, but steady rains and rising waters in all the rivers and streams were steadily washing away the embankments. It was theorized that ground hogs (woodchucks) had burrowed into the 15-foot embankment along White River to escape the elements, and this had weakened the piers causing it to give way.

The speed of the train was more than conditions warranted, and the engine leaped the gap, breaking loose from the baggage car which plunged into the 40-foot hole, followed by the express car and smoker. The day coach hung just on the verge of the gap, and the sleeper was the only car to remain

on track.

The engineer, John McCutcheon, managed to escape from the submerged engine and swim to safety, cut, bruised and scalded. The fireman, Joseph Boleman of Evansville, was buried beneath the engine and killed instantly. He was substituting for George Shewmaker of Terre Haute who was on vacation. This was the second time Shewmaker escaped death on this road. Six years previously he was on the regular run when he laid off and his sub was killed at the wreck near Snap Creek.

Conductor George Sears, also of Terre Haute, was not so lucky. He was killed in the crash and went down in the smoking car.

One of the most appalling things about the accident was the agony experienced by the flagman, Baldwin Hauesien of Evansville. He was caught like a rat in a trap, his foot held securely between the couplings of the smoking car and the day coach. The water continued to rise, and passengers witnessed the man drowning inch by inch before their very eyes in the mad swirl of water. They were unable to assist him.

Finally one passenger succeeded in reaching the man with an axe and leaned out to chop off the unfortunate man's leg, but his nerve failed him. Unable to save him, the

swimmer beat a hasty retreat.

The crowd on the bank turned their heads as the water continued to rise and they realized the man would drown. By some miracle, the buoyancy of the coach was enough to cause it to swerve in the rushing waters and it loosened its hold. The man dragged his leg from between the couplings and crawled to safety.

So unnerved by his ordeal was he that his hair turned white overnight, and he died four years later in California, never fully recovered from his harrowing experience.

The train wreck took down the wires, so no details were immediately available. One of the crew had to run back down the track to the next station to call for help.

By daylight, only the last car was still standing on the tracks, and the raging waters soon caused it to fall into at least 10 feet of water. As soon as help arrived, the injured were taken to the hospital in Terre Haute, and the badly frightened survivors were put up in the Terre Haute House and the Filbeck Hotel.

Next day's newspapers told of four known dead, but search parties were still looking for bodies never reported found. Six months afterward the right coat sleeve of the conductor with its gold service stripes was picked up in the brush some distance below the wreck.

The railroad company sent in

wrecking crews, and a pile driver was ordered from Chicago. Trains were re-routed until the road was considered safe again.

Henry Brokaw, a Terre Haute resident, told of being in a train wreck in the late 1870s at almost exactly the same spot. He was thrown into the river, but managed to escape by swimming to the opposite bank carrying with him a young lady member of a theatrical troupe enroute to Evansville.

Railroaders were a hardy breed before the turn of the century. Lucky Engineer McCutcheon continued to run between Danville and Evansville, handling the Florida Limited down and the Dixie Flyer back every day of the year.

Other names to remember include the Dixie Mail, Dixie Limited, Dixieland, The Meadow Lark, the Humming Bird, The Georgian and the Shawnee. With the 12 passenger trains and some high-class freight trains, it was difficult to understand why a railroad that did such a volume of business could be in receivership so often.

## About The Cover

An old gas pump is a lonely sentinel in a barnyard in southeastern Vigo County. . . Valley Photo by Bill Williams



Community Affairs File

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THE TRIBUNE-STAR, TERRE HAUTE, IND.

SUNDAY, MARCH 6, 1983



# City protests against RR abandonment

By BRYAN TAYLOR  
Tribune Staff Writer

SEP 29 1979

A letter protesting the proposed abandonment of the Milwaukee Railroad track from north of Terre Haute to Chicago Heights, Ill., is being drafted on behalf of the city, according to City Attorney James Smock.

The protest is to be sent to the Interstate Commerce Commission and the Public Service Commission because some city officials feel the abandonment would put too many trains on the Conrail tracks that run through the city, Smock said. The letter also is to request a hearing in Terre Haute on the matter, he said.

Milwaukee already is running its regular freight trains on parallel Conrail tracks under a temporary authority granted by the Interstate Commerce Commission.

Those Conrail tracks come through the core of Terre Haute from Illinois and run at an angle out the northeast portion of the city.

City Engineer Jim Burdick said any more trains on that track as a result of the Milwaukee switch will increase time delays for local motorists and the possibility of accidents.

The move to have the city file a letter of protest in connection with the matter was initiated by City Councilman Pete Chalos.

Although the Milwaukee is running its trains on the Conrail track, its line north of Terre Haute has not been totally abandoned yet. However, Tom Phillips, a Milwaukee Railroad spokesman in Chicago, said the company may apply later this year for permanent authority to abandon the line.

The city is protesting the proposed abandonment because it will increase the number of trains running through the city, Smock said. The city is not opposed to the abandonment if an alternative can be found to reroute the trains somewhere other than on the Conrail tracks, he explained.

In studying the matter, Burdick

said figures supplied to him indicated 10 more trains a day would be added to Conrail traffic because of the abandonment. Paul Smith of the Area Planning Department said those numbers were based on study results compiled about two years ago.

Wallace Abbey, director of corporate communications for Milwaukee, reported only about four trains a day would be added to the Conrail tracks by Milwaukee. Those are regular freight runs, he said.

Milwaukee also runs regular coal trains from the Jasonville area to the Wabash River Generating Station, but those movements would remain on Milwaukee tracks east of the city and not come through the Conrail tracks, Abbey said.

Currently Conrail runs about 25 trains in a 24-hour period on the involved tracks, according to a Conrail spokesman in a division office in Indianapolis.

Burdick said that although the city figures may not have been accurate,

the city "wouldn't want to add any trains at all." He called the Conrail tracks "already overloaded."

Abbey said his office would not want to consider a comment on the city's planned protest letter until he has seen the letter.

To completely abandon its line north of Terre Haute, Milwaukee would have to file a notice of intent to abandon with the Interstate Commerce Commission. The actual application can be filed no more than 30 days after notice of intent is given. A period is allowed for interested parties to file a protest to any such application, according to an ICC spokesman in Washington, D.C. A hearing may or may not be conducted on such requests.

Earlier in September, Milwaukee reported its regular freight runs can reach their destination faster on the Conrail tracks. It also was reported the old Milwaukee line was in bad need of repair and major construction costs were being saved.

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# Railroad considers (TH) rail abandonment

T OCT 3 1978

By BRYAN TAYLOR  
Tribune Staff Writer

The Chicago, Milwaukee, St. Paul and Pacific Railroad Co. has announced it anticipates to apply for abandonment of its line between a stop in northern Vigo County and Chicago Heights, Ill., but service to those areas will not be affected.

The CMSP plans to file a map with the Interstate Commerce Commission that designates about 142 miles of line be titled Category I which means the company anticipates to apply for abandonment of the line within three years.

Although abandonment may be sought for the line, service to Terre Haute would not be affected because the

company wants to run over existing Conrail tracks between Blue Island, Ill., (near Chicago) and Terre Haute, according to William L. Phillips, attorney for CMSP.

The reason for anticipating abandonment is that the CMSP tracks are in poor condition, Phillips said.

"Our line is in terrible shape and here is a way we can continue to serve our major markets and the Louisville Gateway without having to make the major investment for rehabilitation (of tracks) if we stayed on our own line," Phillips said Monday in a telephone interview from his Chicago office.

"We would hope it would improve service to Terre Haute" by using the better Conrail line, Phillips said.

No timetable has been set for when the company might apply for abandonment, Phillips said.

Any abandonment depends on a trackage rights agreement with Conrail, according to Tom Phillips, a represent-

ative of the CMSP corporate communications department who is no relation to the attorney.

Should the company decide to apply for abandonment, all proper persons would be notified, Phillips said.

Any decision would be made by the Interstate Commerce Commission's office in Washington D.C., according to Tom Ballenger, railroad service agent for the ICC in Indianapolis.

The CMSP's line south out of Terre Haute will not be affected by the any change in the line north of Terre Haute. The CMSP also serves between Terre Haute and Louisville.

Two northbound freights and two southbound freights of the CMSP run daily through Terre Haute six days a week, said Phillips from the corporate communications department. The company also runs a coal train for a nearby power plant and for a coal mine near Jasonville, he added.

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**Cost set near \$2 million**

# Area railroad repair under way

T DEC 1 1978

Community Affairs File

(J.H.)

December 15 is the target date for completion of a project costing about \$2 million to rebuild 34 miles of Milwaukee Road railroad track in the Terre Haute area, according to Ray Williams, chief clerk of Milwaukee Road's trainmaster office here.

The involved stretch of track runs between Jasonville and Public Service Indiana's Wabash River Generating Station north of Terre Haute.

The project, which started the last week in September, is rebuilding the tracks' roadbed and replacing old ties, Williams said.

The process involves lifting the rails off the ground, knocking the old ties out of the roadbed, laying a new rock base, installing new ties and then replacing the rails, Williams said. He pointed out the present rails will remain except for about six miles of track that will receive new ones.

About 180 persons have been working on the project which is averaging about three fourths of a mile of progress daily, according to Williams.

The Milwaukee Road has been able to run trains at night, but the track is shut down during the daylight hours for the

work, Williams said.

Williams said 15 to 20 railroad cars of rock are being dumped in the roadbed daily and each car contains 80 tons.

The previous roadbed was about three or four inches deep, but the new one will range from one foot to two feet, the chief clerk said.

Rebuilding the roadbed has to be done on a periodic basis to upgrade condition of the line, according to Williams. Last year,

a segment of track was rebuilt between Bedford and Jasonville, he added.

In addition to work on the track, the project will cause the company to rebuild railroad crossings along the 34-mile stretch of track, Williams said.

The work has caused a temporary inconvenience for motorists because the grade at the crossings has been raised, according to Williams. However, that is to be leveled when the track work is complete, he added.

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Community Affairs File  
S AUG 3 1982

# Suit Seeks \$3 Million From Bankrupt Milwaukee Railroad

The bankrupt Milwaukee railroad is being sued for \$3 million for allegedly causing the death of a 36-year-old Terre Haute man.

Reggie Lee Pierce of 2344 Second Ave. died March 1, 1982, at Union Hospital in Terre Haute after the pickup truck he was driving Oct. 4, 1981, was struck by a train at the Stuckey Road crossing.

A lawsuit filed Monday at the Terre Haute federal building says Pierce was driving west and the train was going north at the time of the mishap.

The lawsuit claims the train "failed to give any warning" as it approached, that the crossing was not kept clear to give an unobstructed view in both directions and that there were no warning lights at the cross-

ing, although "such lights were a necessity due to past accidents at this crossing."

Attorney Dennis Stark filed the lawsuit for Laura Mae Bright, Pierce's sister and administratrix of his estate.

Pierce suffered "severe injuries to his body, lapsed into a coma requiring extended hospitalization and medical care," and then died, the lawsuit said.

Pierce's 29-year-old wife, Jeanne, also was injured in the accident and died Oct. 16, according to Indiana State Police records.

Those records also indicate that the train engineer said he blew the whistle of the train as it headed toward

the crossing. Police listed an apparent "failure to yield right-of-way" by the truck as the primary cause of the accident.

The Milwaukee has been in bankruptcy since 1977, according to Jim Scribbins of the main office of the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. Scribbins declined to say whether the railroad could meet the claim of \$3 million.

Sharon Polk of the Public Service Commission of Indiana said Monday that the Stuckey Road crossing ranked 1,353rd among Indiana's railroad crossings in potential for accidents, according to data assembled in 1981.

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# The Amtrak situation

Sp OCT 6 1979

*Railroads (T.H.)*

Terre Haute has suffered a little-noticed loss with the discontinuance of the National Limited -- the last passenger train -- through the city last week.

While the economic arguments for discontinuance are impressive, we believe the decision is a mistake.

We Americans are just beginning to change our transportation habits. With the increasing price of gasoline, modes of mass transportation are beginning to look economically attractive to many Americans who have not seriously considered them before.

The problem with dropping the National Limited and other long haul trains is that they will never be reinstated, even when the need becomes more apparent. It would have been wiser to keep subsidizing the train as long as it is showing progress in order to build up patronage and the habit of train travel.

Neither Senator Bayh nor Senator Lugar saw fit to fight for the train's continuance. Congressman Myers sought a moratorium, but there is little evidence that his heart was in it either.

In these days of taxpayer revolts it is easy to understand the reluctance of our congressional representatives to advocate continued subsidies to losing propositions.

But there is no doubt that we in this country are going to have to change many of our habits, including the kinds of transportation we use. If the train is available, it is going to be used more and more. In recent months, ridership on the National Limited was up substantially.

Now, it may be too late, and that's too bad.

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# Rail route through city threatened in plan to reroute National Limited

JUL 1 1978

By JACK HUGHES  
Tribune Staff Writer

The only remaining railroad passenger service through Terre Haute — which federal rail sources have repeatedly asserted would continue indefinitely — is up for abandonment again.

The Amtrak train following the old "Spirit of St. Louis" route on former Penn-Central tracks through Terre Haute between St. Louis and points east is now known as the "National Limited."

The service of the National Limited through Terre Haute, Indianapolis, Effingham, Ill., and possibly Dayton, Ohio., is threatened by a proposal to reroute the train, bypassing those points on the existing route.

Paul Smith of the Vigo County Area Planning Department says, in addition to the loss of the only remaining rail passenger service to the city, there would be several other negative effects locally, including the loss of a number of jobs for area residents.

The public hearing on Amtrak in

Indianapolis, slated for July 13, will be conducted in the New Federal Building, Room 284, at 575 North Pennsylvania St. It will consist of morning, afternoon and evening sessions with Interstate Commerce Commission representatives including area representative Beverly Williams.

Congressman John Myers, who responded to a request from Terre Hautean Ray Harrod, advises, "Each witness is allocated a maximum of 10 minutes and five copies of testimony are requested. Testimony may be submitted by mail to the following address: Rail Service Planning Office, Suite 500, 1900 'L' Street, N.W., Washington, D.C. 20036, Attention: ex parte No. 351."

Harrod, who has studied railroad operations as an avocation for many years, is outspoken in his concern for the future of Terre Haute and many other area communities in light of current rail planning with regard to both passenger and freight service. He has testified at a number of hearings and is preparing testimony for the Indianapolis Amtrak hearing.

A report from the National Association of Railroad Passengers advises, "Additional hearings may be scheduled if the complaints are loud enough." Harrod and others would like to see a hearing in Terre Haute.

Rumors of possible discontinuance of the east-west rail passenger train through Terre Haute have surfaced a number of times over a period of several years. Each time, assurances have come from federal rail agencies that the line was a basic part of the system and would not be abandoned. Now, the report is more than a rumor, seriously considered as a part of the U.S. Department of Transportation "... plan to 'rationalize' Amtrak," according to the national railroad passengers organization.

That group advises, "While RSPO (the ICC Rail Services Planning Office) will accept written testimony until Aug. 1, it is important that attendance at the public hearings be heavy, and that some good testimony in support of rail passenger service be presented at all of them."

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Community Affairs File



T DEC 17 1980

TERRE HAUTE, IND.

WEDNESDAY, DECEMBER 17, 1980 7

Community Affairs File

## Railroad maintenance planned

Some railroad maintenance projects are being planned by the city administration, according to City Engineer Louis Glascock.

Mayor Pete Chalos favors spending \$3,500 to meet 10 percent of the cost for removal of old tracks on First, Second, Fourth and Fifth streets near the Indiana State University campus. Federal funds reportedly would be used to defray the remainder of the cost.

Federal aid urban funds are to be used to pay all or part of various railroad improvement

plans set for 1981 and 1982.

Some work being studied includes:

- Removal of abandoned tracks Lafayette Avenue, Sixth Street, Seventh Street, Eighth Street and Ninth Street.

- A new signal and rubberized crossing for tracks on Poplar Street west of Fruitridge Avenue near Deming

Park.

- Flasher signals at Milwaukee Railroad tracks at 25th Street north of Fort Harrison Road.

- Installation of signals and gates at L&N tracks at Eighth Avenue and 13th Street.

- A rubberized crossing on tracks crossing Seventh Street just north of Helen Avenue.

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JAN 31 1979

# Terre Haute Amtrak line slated for elimination

*Transportation, I.H. Railroad*  
*T.H. +*  
*Sgt*

WASHINGTON — More than one-third of Amtrak's costly passenger rail routes — including one that goes through Terre Haute — will be eliminated in 90 days unless Congress overturns deep cuts in the system being announced today.

Transportation Secretary Brock Adams is riding an Amtrak Metroliner to New York City to make the afternoon announcement at Penn Station.

Recommended cutbacks include the National Limited Line between Kansas City and New York which travels through Terre Haute.

In addition the reduction plan calls for eliminating two other lines that pass through Indiana and rerouting another that would eliminate service to Fort Wayne.

The only Indiana line that would remain the same, if the cutbacks are approved by Congress, is the New York to Chicago trains that have stops at Elkhart, South Bend and Gary.

A spokeswoman for U.S. Sen. Birch Bayh's office said the Indiana Democrat intends to thoroughly study the

recommendations. Particular attention will be paid to why 80 percent of Amtrak's service in Indiana will be affected.

According to wire service sources about 10,000 miles of Amtrak's 27,000-mile system are marked for extinction.

An Amtrak spokesman contacted in Washington said the rail line will prepare a statement regarding the DOT recommendation later Wednesday. He noted that all planning for the railroad is done by the department.

Federal subsidies to Amtrak have totaled more than \$3 billion since it was formed in 1971, and President Carter said earlier this month the country can no longer afford that luxury.

Wire service sources said other routes most likely to be eliminated are the Montrealer between New York and Montreal; the Floridian between Chicago and Florida; the Lone Star between Chicago and Houston; the Inter-American between Chicago and Laredo, Tex.

REFERENCE



## City reviews crossings

# Mayor tells Conrail tracks 'deplorable'

*Railroads (T.H.)*

By BRYAN TAYLOR  
Tribune Staff Writer

The mayor's office was turned into a miniature theater Thursday when the city administration discussed local railroad crossings with Conrail officials.

A video tape of some Terre Haute rail crossings was presented to Conrail officials at a Thursday morning meeting. Mayor Pete Chalos reported. Also presented were some still pictures.

The film showed cars having to slow down at local rail crossings and it also showed chuckholes that measure six inches to a foot in depth, the mayor said.

The city administration and Conrail officials have had several meetings about the conditions on some crossings, Chalos stated. He termed the conditions at some sites as "deplorable."

"They've (Conrail officials) assured us they're going to take care of all their crossings," the mayor said. "They are in a state of cooperative

spirit about the whole thing."

The city owns a piece of property on the north side that is being sought by Conrail. The city will begin talking about sale of the site when local crossing conditions improve, Chalos reported.

Some improvements have been made at crossings, but a few of them have not lasted, Chalos said.

The mayor stated he wants the repairs made "quick", meaning within a few weeks.

"Waiting around all through the winter (to correct bad intersections) is costing citizens ... in auto repair bills," the mayor said.

Among the sites discussed Thursday, according to Chalos, were crossings at 10th and Chestnut streets, First and Poplar streets, 19th Street and Maple Avenue, and 10th and Locust streets.

In addition to meeting with Conrail officials, the city administration has been meeting with representatives of the L&N Railroad about some of their rails in Terre Haute, Chalos said.

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Community Affairs File

# Conrail upgrading its main line between Terre Haute, Missouri

T S MAY 3 1984

Consolidated Rail Corp. has started a \$13.8 million track-improvement project to upgrade that portion of its main line extending from Terre Haute to East St. Louis, Ill.

Conrail's Indianapolis to St. Louis main line is an important route for the system because it carries traffic to and from the South and Southeast that interchanges with other lines at St. Louis, Don Holleschutz, spokesman for Conrail in Philadelphia, said.

According to Holleschutz's figures, Conrail in 1983 moved 37

*Railroads (N.B.)*  
million gross tons of freight through Terre Haute.

The track-improvement project started April 23 and is scheduled for completion by mid-June. It includes installation of 39.3 miles of continuous welded rail and 46,800 crossties, as well as the raising and leveling of 178 miles of railbed. Also, Conrail will rehabilitate 26 switches and 82 public and 20 private grade crossings, Holleschutz said.

The improvement project is part of Conrail's upgrading efforts in its 15-state system. The railroad is

investing capital resources to improve rail service to customers, Stuart Reed, Conrail's president and chief operating officer, said.

Conrail was formed in 1976 from the deteriorated properties of six bankrupt railroads. The system has spent \$2.1 billion to upgrade its lines. Since 1976, Conrail has invested \$42.2 million on the main line running through Terre Haute, including the installation of 123.5 miles of continuous welded rail, 309,000 crossties and 1,240 miles of raising and leveling railbeds.

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*Railroad (H) (A.V.)*

# Half-century Community Affairs File saw railroad expansion in Terre Haute

*T: APR 19 1984*

Railroads and coal contributed largely to the rapid economic growth of Terre Haute from about 1870 to the late 1920s. Several railroads were established here from 1849 to the 1870s, but mergers and purchases reduced the number to four in the 1920s: the New York Central (Big 4), Pennsylvania, Milwaukee and C&EI.

The Terre Haute-Indianapolis Railway was established in 1849, with money raised by John and Chauncey Rose. Construction began in 1851 at Terre Haute and Indianapolis, meeting at a point between Greencastle and Fillmore in March 1852. Four engines were purchased in Boston, shipped on the lake at Buffalo to Toledo, then down the Wabash & Erie Canal to Terre Haute.

The four-hour train trip to Indianapolis cost \$3.65, about 5 cents per mile. Chauncey Rose also was involved in building the railroad to Vincennes and a branch line to Rockville.

The trains did not operate at night until 1857 when headlights were added to the equipment.

Railroads were built to Alton in 1855-56, and to Danville in 1871. The line to St. Louis was completed in 1858, with the Pennsylvania and Terre Haute-Alton owning portions of the line. Rose and Josephus Collett were involved in building the Terre Haute to Danville line in 1871, and the C&EI from Danville to Chicago. Over the years the various owners of the rail lines from Evansville to Chicago were merged into one company.

In 1891 there were actually eight lines providing rail service to and from Terre Haute: Chicago and Indiana Coal; Evansville and Indianapolis; Evansville, Terre Haute & Chicago; Evansville and Terre Haute; Indiana Blocal Coal; Terre Haute & Indianapolis; Terre Haute and Logansport (later Pennsylvania).

More than 400,000 tons of coal was shipped from the Coal Bluff area in 1891, where eight mines were located employing 450 men. There were 15 shaft mines in the rest of Vigo County, also shipping out some coal.

The Pennsylvania shops were started here in 1853, although then known as the "Van" shops for Vandalia Railroad. There was an engine house, a carpenter shop and machine shop employing 40 men. In 1869, the roundhouse was built west of Fruitridge.



# Railroad repairs to be made in 1981

A series of railroad repairs to be made throughout the city in 1981, is listed as announced by City Engineer Louis Glascock during a recent news conference:

## L&N RAILROAD

- Margaret Avenue
- Tippecanoe — each crossing toward the south

Glascock emphasized that L&N officials made clear that repairs are "highly dependent upon time and money available."

## REPAIRS FOR CONRAIL TRACKS

- 25th Street — north of Florida
- 19th and Maple
- Ash Street
- Plum Street
- 8th Avenue
- Locust Street
- Elm Street
- 13th Street — north of Liberty
- 14th Street — north of Liberty
- 15th and 21st streets, north of Liberty

- South 1st Street — all spurs that cross 1st Street

• Possibly 10th and Chestnut streets — awaiting approval from Philadelphia

• Approval has been received for South 1st Street — crossbucks (90% federal funding)

In addition, Glascock said work should begin at 13th and 7th Avenue and 13th and 8th Avenue. He said federal funding has provided for new signals and gates.

Additional repairs for Milwaukee tracks will include work on:

- Hulman and Washington street tracks south of 13th street, near Stran Steel.

- Milwaukee tracks at Crawford.

Is FEB 15 1981

Walnut, Poplar and Ohio streets also are scheduled for removal

- For both L&N and Conrail, old tracks are to be removed as work progresses.

The Indiana State Highway Department is to work on 3rd Street crossings north of Helen Avenue. Rubberized material is to be used.

The City of Terre Haute has received preliminary approval to begin removal of Penn Central tracks from 1st to 9th streets. Other city work will include rubberizing tracks south on 7th Street, north of Helen Ave. and on Poplar Street, west of Fruitridge.

## RAILROAD CROSSINGS

### REPAIRED IN 1980

- 13th Street and 7th Avenue — removed 1 track
- Steelton Road and Ft. Harrison Industrial Park
- Beech Street and Ft. Harrison Industrial Park
- Lafayette and 5th Street — removed 2 tracks
- 1st Street and Poplar, Cruft, Washington, and Farrington
- 6th Avenue west of 13th Street — removed 1 track
- Locust and 10th Street (L&N only)
- 3rd Avenue and 11th Street (Conrail only)
- 19th and Maple
- Maple Avenue and Kester — crossing removed
- 8th Avenue between 13th and 14th streets (L&N only) — removed 1 track
- 25th Street and Florida



Community Affairs File

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## Train rams city vehicle

# RR signals tick Chalos off

By Joe Baker  
Tribune-Star Staff Reporter

Mayor P. Pete Chalos said Thursday he will ask the City Council to crack down on delayed repairs to railroad-crossing signals.

Chalos' call for a crackdown comes in the wake of an accident Thursday involving a city street crew in a tandem truck.

The truck, driven by Jerry Foster, 38, was hit in the rear by a Seaboard Systems train at an Eighth Avenue and 13th Street rail crossing about 12:30 p.m. while on a street-clearing run.

Both Foster and passenger James Sappingfield, 37, were treated for minor lacerations and released from Union Hospital.

Details on the collision were sketchy Thursday, but city Police Chief Gerald Loudermilk, quoting Foster, said the crew apparently was plowing 13th Street when it came to the rail crossing.

Neither Foster nor Sappingfield could be reached for comment.

Loudermilk said a local school-bus driver, who said she witnessed the accident, is to issue a statement to police today that the signal was not functioning at the time the train struck the rear of the truck.

Loudermilk was not immediately able to say who that witness was.

Meanwhile, Chalos said he will ask the City Council at its next regular meeting Thursday to entertain an ordinance that would require immediate attention by train personnel to act on railroad signals that are in disrepair.

Chalos said he favored imposition of a fine after a "reasonable amount of time" has elapsed and for that fine to be doubled every hour that no response is made.

The administration ordinance would be assigned to a council traffic committee Thursday, discussed on Jan. 3 and acted upon Jan. 10.



Tribune-Star/Bob Poynter

**Out of commission:** Truck sits sideways in road after being hit by train.





Community Affairs File

## All abo-o-o-ard

T MAY 12 1983

*Railroads (T.H.)*

Vigo County is one of the top two counties in the state for the number of railroad tracks running through populated areas. To promote safety and make children aware of the danger of trains, Seaboard Systems hosted

first graders from Dixie Bee Elementary as part of its Lifesaver program. Amy Lee, Carolyn Wilson, and Jason Pete toured a locomotive and caboose at Baker Yards near 17th and Hulman streets.

Staff Photo/Bob Poynter



S JUL 31 1980

## Conrail Changes Planned

*Conrail (F.H.)*  
In order to expedite traffic at its Greenwood Yard, some changes in operations are being planned by Conrail, according to a spokesman for the Southwest Division headquarters in Indianapolis.

He said no yards will be closed as a result or anything done to change or interfere with customer switching for Conrail users in Terre Haute.

However, Greenwood traffic will be handled at the Duane Yard where inbound cars from Indianapolis and pick-up for Indianapolis will be handled as well as cars going to the Greenwood area. The new arrangement hopefully will move traffic 24 hours faster because the cars will not have to go back and forth between the Duane and East yards, according to the spokesman. Both East and Greenwood yards will continue to be used, he added.

The East Yards are located back of the former Quaker Maid plant, the Greenwood Yards at 2100 S. First St., and the Duane Yards at 19th and Locust streets.

Community Affairs File

Vigo County Public Library

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# Mayor's on the right track

FEB 27 1985

All across the nation and the English-speaking world, the verb "to railroad" means "to rush through quickly" (as in "to railroad a bill through Congress") or to "cause a person to go to prison on trumped-up charges" (as in, "It ain't true, Ma, I was railroaded").

In Terre Haute, however, the verb has a distinctly different meaning, one actually associated with the parallel tracks on which trains run. Here, it means "to be trapped on the other side of town by a train that's either broken down or just creeping across an intersection." Sometimes here it even has to do with being held up by a wolf-crying warning barrier when no train is around.

Being "railroaded" in Terre Haute is exasperating. It's such a source of irritation that many local motorists have developed the mindless habit of trying to beat the trains to the spot. Rather than spend what seems like an eternity waiting for a train to pass, many risk the real and final eternity. Indeed, in two months so far of 1985, two persons have been killed when trains collided with cars in Terre Haute.

Even those deaths have not changed local habits. Many still have what might be called one-track minds. Cars still dart around barriers — sometimes actually to beat an oncoming train,

other times not knowing if there really is a wolf out there. Our cameras and Mayor P. Pete Chalos's eyes saw it happen just last week during a train tour.

Recognizing the general level of irritation with the railroading problem in Terre Haute, police in the past few years have gone so far as to arrest railroad officials because trains have blocked streets for longer than the 5 minutes allowed by state law. But that has not eliminated the problem. In fact, it often seems only to exacerbate it.

The solution may now be coming by way of cooperation, as solutions usually do. Mayor Chalos and railroad officials went for a ride on the rails last week and there the officials pledged to Chalos they would make an all-out effort to correct malfunctioning signals — those cries of wolf — and generally to improve service through Terre Haute.

It seems to us that this kind of improved relationship with Seaboard Systems and with Norfolk Southern Corp., the private bidder that the government has awarded ownership of Conrail, will do much to improve the frustration and mortality rates in Terre Haute. It's certainly a step in the right direction, one that hopefully will change even the vocabulary of Terre Haute.



# Model railroads not enough; we need life-size steam engine

By Richard Tuttle  
Assistant Editor Emeritus

T 8 APR 2 1984

The recent article concerning the model railroad club now organized and functioning here offers a rare opportunity to depict the history of a very vital phase of Terre Haute history: Railroad. Other than the tracks through the city, the Big Four station and the Milwaukee roundhouse, there is little left to show today's generation how railroads were — the steam engines, the passenger trains, the freight yards, the car works, even the crossing guards.

Those under the age of 25 years probably don't remember the crossing guards at 25th and the Big Four, Wabash Avenue and the C&EI, Seventh and the Pennsylvania and Big Four and many other crossings. Automatic gates came along, and as they were installed the crossing guards left. A few very busy crossings had both guard and automatic gates.

The Pennsylvania freight yards near Quaker Maid plant, the Big Four freight yards off North 26th Street, the C&EI yards south of Hulman and west of 19th Street, and the Milwaukee yards near the Hulman Street crossing, were busy places. Switch engines shifted cars around to make up trains going in all directions on the four railroads. Coal was probably the first commodity shipped, and grain, coke (from Indiana Gas & Chemical Corp.), chemicals and alcohol were among the outgoing shipments.

Terre Haute was a division point for the four roads, with crews changing here and many railroaders living here. In the 1920s, it was estimated that about 4,000 people, directly employed by the four railroads and subsidiaries, lived in Vigo, Clay, Vermillion and Sullivan counties. Today, there are fewer than 400.

The value of railroads in contributing to the growth of the city, the expansion of this industry, should warrant some attention to the preservation of that history. Model railroading affords an ideal basis for that preservation. But there is also a need for a steam engine, full life-size, to be displayed, if one would be available. Evansville has one in the park which is the site of its museum

## Main Street



Richard Tuttle, who retired from The Tribune-Star in 1983, is a walking compendium of Terre Haute's history.

By Richard C. Tuttle  
Assistant Editor Emeritus

and art gallery. That would be rather difficult here, but not at Deming Park, or at the Milwaukee roundhouse.

These are meandering thoughts that should have been expressed several decades back. A steam engine was offered the city one time many years ago, but the offer was declined by the park board — as it was proposed the engine be displayed in Deming Park.

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# Railroad Tracks City Planning Removal Of Penn

One more project to upgrade railroad crossings in Terre Haute has gotten started.

The city Board of Public Works and Safety has approved an agreement with Sebree, Craig & McKnight for work which could lead to the removal of the old Penn Central tracks which run through the Indiana State University campus, according to Louis Glascock, city engineer.

The firm will do the engineering work for removal of the tracks which cross First through Ninth streets, Glascock said. The engineering is funded 100 percent by the federal government for the tracks crossing Sixth through Ninth streets and Lafayette Avenue. Ninety percent federal funding has been awarded for the tracks at First through Fifth, except Third Street.

Third Street tracks will be a part of the overpass project planned for Third near Tippecanoe Street, Glascock said.

The engineering work on the project should be completed by next spring. If the money is available, construction could begin next sum-

mer, he said.

Environmental impact studies for the Third Street overpass project are awaiting approval from federal and state highway departments, according to Mayor Pete Chalos.

Both projects could be caught in the Reagan administration's budget cuts, the officials said. Although money has been allocated to engineer the Penn Central project, construction funds have not yet been awarded, according to Glascock.

The Third Street overpass, is part of a demonstration project approved for the city in 1976. The city had expected to pay only about 5 percent of the \$5.8 million project, according to Chalos.

Other projects are in various stages of completion.

Rubberized crossings were installed where the Milwaukee Railroad tracks cross Poplar at Fruitridge Avenue last month, Chalos noted. Milwaukee plans to install rubberized crossings on three additional track crossings — at Seventh and Helen streets; Third and Helen and on Prairieton Road near the Western Tar Co.

L&N has completed repairs on tracks which cross Poplar at 13th Street this summer. Repair work also is scheduled for L&N tracks at Margaret Avenue and Lockport Road and on Davis Avenue.

Conrail has been working on tracks at 10th and Locust, but there has been a possible unpleasant side effect, Chalos said. Two tracks were built up and one between them is still at the former level, he said.

"It's a roller coaster," and will

have to be improved, he added. The railroad also is working on crossings at several other locations, Chalos noted.

His administration is not trying to chase the railroads out of the city, according to the mayor.

"All we want to do is live together.

They take our needs to have good crossing into consideration. We take their need to do business into consideration, he said."

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**FINAL DAY** — Rex Sexton and three of his Conrail colleagues are being shifted to new jobs with the railroad company as a result of the closing of the local Union Tower blockhouse at Ninth and Spruce streets. The blockhouse has been used to control all rail switches between West Terre Haute and West Casey, Ill., which are displayed on the panel in front of Sexton, according to Bill McLean,

trainmaster. McLean said Conrail is changing to a centralized traffic-control system in which trains from St. Louis to Indianapolis will be under the control of just one person in those cities. He said the move will streamline Conrail operations. McLean said it is uncertain whether Union Tower will be razed or will be used for other functions.

Staff Photo/Bill Williams

*Railroads (74)* — T OCT 26 1982

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# Railroad tracks to be removed

JAN 16 1981  
The city has been given State Highway Commission approval to have preliminary engineering work started on removal of unused Penn Central railroad tracks in the area of the Indiana State University campus.

City Engineer Louis Glascock reported the city received approval notification Thursday from the state officials.

The proposed project calls for the removal of tracks on First through Ninth streets, along with Sycamore Street and Lafayette Avenue.

Some of the track removal is available for 100 percent federal funding while the remainder of the removal can receive 90 percent federal money.

The city has appropriated \$3,500 for its share of the project, which is to total about \$70,000, according to Glascock.

The engineer hoped actual removal could begin late this fall or in the spring of 1982.

In addition to the track removal, the project calls for installation of sidewalks and curbs at the various sites.

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Railroads (W.V.)

# Clay Conrail tracks may be abandoned

Community Affairs File

OCT 20 1984

**By Mary Jo Butts**  
*Tribune-Star Correspondent*

**BRAZIL** — Railroad tracks through Brazil likely will be vacant by the end of this year as Conrail ceases operation.

Mayor Norval Pickett Jr., who received notification of final abandonment this week, said the act will hamper industrial attraction for the area. "It's a handicap, but we won't die," Pickett said.

Consolidated Rail Corp. will abandon 32.6 miles of track through Clay, Vigo and Putnam counties, probably by the end of the year, according to a Conrail spokesperson.

Hancor Inc., east of Brazil, is a major user of the line. Hancor receives most of its raw material for making field ~~pile~~ by rail.

Another heavy user during harvest season is Growers Cooperative, which ships grain.

Carbon, a small community north of Brazil, will have the only active rail line in Clay County after the Conrail cutoff.

Conrail officials say the cutoff is an economy move. The cluster loses more than \$300,000 annually with the figure climbing higher when maintenance and improvement costs are added. Conrail estimates improvement costs alone for the next five years could reach \$587,000.

The track cluster slated for abandonment extends through Limesdale, Brazil, Staunton and Lost Creek Township in Vigo County.

The abandonment was approved by the Interstate Commerce Commission Oct. 5.

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# Return of coal traffic could help save area railroad line

Community Affairs File

ROBINSON — The return of "king coal" may be the last hope for the Paris-Mt. Carmel route of the Prairie Central railroad.

Movement of coal from the southern Illinois fields to northern markets "in substantial amounts" would definitely make the 80-mile line profitable, an official of the current operator — Prairie Central Railroad — told a meeting of railroad "rescuers" in Robinson Monday night.

For now, though, Prairie Central plans to abandon regular service between Paris and Mt. Carmel at the end of the month, and conclude formal abandonment procedures, probably by the end of June.

For the past year, Prairie Central has attempted to maintain service on the route, which had been abandoned by Conrail and is owned by Penn Central Properties.

The major problem, as outlined by Prairie Central director of marketing Carl "Andy" Anderson, was lack of agreement and cooperation from the major "Class 1" railroads that could interchange with PC.

The meeting at the Robinson Community Center was called by Crawford County Opportunities, Inc., the regional economic development organization, and drew more than 60 representatives of city and county government from Clark, Edgar, Crawford and Lawrence counties.

At the conclusion, CCO executive director Bob Machtley outlined a plan that would attempt to open communication between officials of Southern Railway and the Milwaukee Road with

Prairie Central to move coal north.

Staff members of U.S. Sen. Charles Percy and U.S. Sen. Alan Dixon who attended the meeting said their offices will take the lead in setting up the meeting.

State Rep. Harry "Babe" Woodyard attended the meeting and pledged support by all state agencies including the Illinois Commerce Commission, Illinois Department of Transportation and the Department of Commerce and Community Affairs.

Prairie Central general manager Gus Parker opened the meeting with the "bad news," repeating the announcement that PC had filed for abandonment of the line and would end all operations by June 1, and regular service May 1.

The tracks would then revert back to the previous owner, Penn Central Properties, the heir of the former Penn Central and New York Central railroads.

"We took over the line in 1982 with high expectations that it could be a profitable section," Parker said. "But we have been unable to secure the business to keep the line operating, and cannot continue to sustain the losses we have experienced over the past six to eight months."

Anderson added that the money being poured into the Paris-Mt. Carmel operation is needed for track improvements on the Paris-Decatur section. This line has been plagued with a number of derailments in recent months because of poor condition of the

roadbed.

A grain dealer in Robinson commended the Prairie Central officials "for doing everything humanly reasonable to secure business for the line."

Parker and Anderson then reviewed briefly the roadblocks thrown up by Southern and Illinois Central Gulf in the attempts by PC to establish freight rates to ship grain.

An agreement to ship grain to the new "year-around" barge port facility at Mound City could add five cents a bushel to the price of corn sold through elevators on the line, the grain dealer estimated.

Machtley concurred that "there has been no cooperation or interest from Southern to ship north over Prairie Central, and you can quote me."

However, he added that interest by the Milwaukee road to pick up through shipments of coal from Sahara and Peabody mines might make Southern more receptive to an agreement on rates and interchange with Prairie Central.

If such an agreement could be worked out, it would also require use of the Midland freight yards at Paris to interchange between PC and the Milwaukee which now operates from Terre Haute

Community Affairs File

through Paris to Danville over the former Penn Central tracks.

The Midland yards are owned by Conrail and have been offered for sale to Prairie Central.

"The basic problem," Machtley expressed on behalf of the railroad representatives, "is what can we do to make a Class One railroad cooperative with a Class Two line."

Asked about the proposal, Parker responded that such an agreement with the Milwaukee and Conrail at Paris, and Southern at Mt. Carmel, "would make this a viable line overnight."

Anderson added that the Paris-Decatur line, although in need of maintenance, will continue in operation by Prairie Central. "We have no idea to close down this line," he said.

Among those attending the meeting were members of the Clark County Board and representatives from the City of Marshall.

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# Rail line closing in Brazil could hurt economic growth

By Dale Long  
Tribune-Star Staff Reporter

Brazil will feel the repercussions of losing railway service when Consolidated Rail Corp. closes a line through Brazil and Staunton sometime before winter.

Conrail officials cite low use and high rehabilitation costs as reasons for shutting down the 32.6-mile railway extending through Clay, Vigo and Putnam counties. The company reportedly has lost nearly \$300,000 annually on the project. Conrail's asking price for the line is \$1,878,597.

The closing will leave the small town of Carbon with the only active rail service in the county.

The loss of the line could hurt Brazil's ability to attract new business and industry.

"We're just not completely dead ... we'll survive," Brazil Mayor Norval Pickett Jr. said. "It's going to greatly handicap us, but it won't kill us."

When prospective companies look for ways to market their

products, rail service is among the top items they consider when deciding whether to relocate or to begin a new plant. The Conrail tracks are used by the Growers Cooperative Inc., Lone Star Cement, Hancor Inc. and Great Dane, several of Brazil's largest employers.

Pickett said several prospective businesses have inquired about the depressed rail line. Without the railroad, Pickett said, the city may become less attractive to companies which had once considered Brazil as a prime site for a new business endeavor.

"It's going to be a loss, an immeasurable loss for us," Pickett said.

The asking price is too much for Pickett and other city officials, and state and local officials are not attempting to purchase the struggling rail line.

For the present, Brazil leaders are pointing out the benefits of still having a rail line passing through Carbon.

"It [Carbon] is a different town, but it's still good old Clay County," Pickett said.

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Community Affairs File *Railroads (W.V.)*

# Rail Removal Is Last Link To Era *Paris Beacon News 4-30-85* In Paris History

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BY NED JENISON

The laying of rails through Paris more than a century ago undoubtedly drew more interest and excitement than the removal of the last section of the "Vandalia" line, currently underway.

Crews from Miro Enterprises of Logansport, Ind., last week began removal of rails and ties from the line that cuts a diagonal through the south part of Paris.

The right-of-way will be cleared from the Illinois Cereal Mills southeast through the city and a half mile south, plus the former branch line that ran west to serve the Moss Elevator, Midwest and Foley Lumber Co.

That branch was replaced several years ago with a new industrial spur coming in from the west.

Work is expected to take several weeks, according to a spokesman for the company. It slowed down Monday due to the danger of fire in the dry weeds and brush along the tracks south of the Zimmerly Ready-Mix plant. The crews use gas cutting torches to break up the rails into 33-foot lengths. Showers predicted this week should reduce the fire hazard.

The rails themselves are sold for scrap salvage. Weighing approximately 100 pounds a yard or 1,100 pounds a cut rail, they would appear to be relatively immobile. However four "walked off" one night from a pile near Jasper street, according to the work crew.

The ties are generally hauled to a landfill or used as fill for gully areas. Most have deteriorated beyond use.

This is the last section of the line to be removed in the Paris area. Salvaging of the Paris to Decatur section through Redmon, Borton, Isabel and on to Oakland started earlier this spring with the folding of the Prairie Central shortline operations. Tracks from Paris to Terre Haute were removed for the most part several years ago after

Conrail was formed and this line abandoned.

This past year the tracks were removed at local street crossings and the streets rebuilt by the city and state highway department contracts with the Feutz Construction Co.

Last year the last operating vestige of the Pennsylvania system, the freight house located between Main and Central south of Monroe, was torn down after legal pressure was exercised by the city.

The railroad's history barely spanned one century. It began in 1872 as the Paris and Decatur, undertaken by a group of British capitalists. The name of the chief developer remains in the designation of a "terminal" community just east of Decatur, Hervey City.

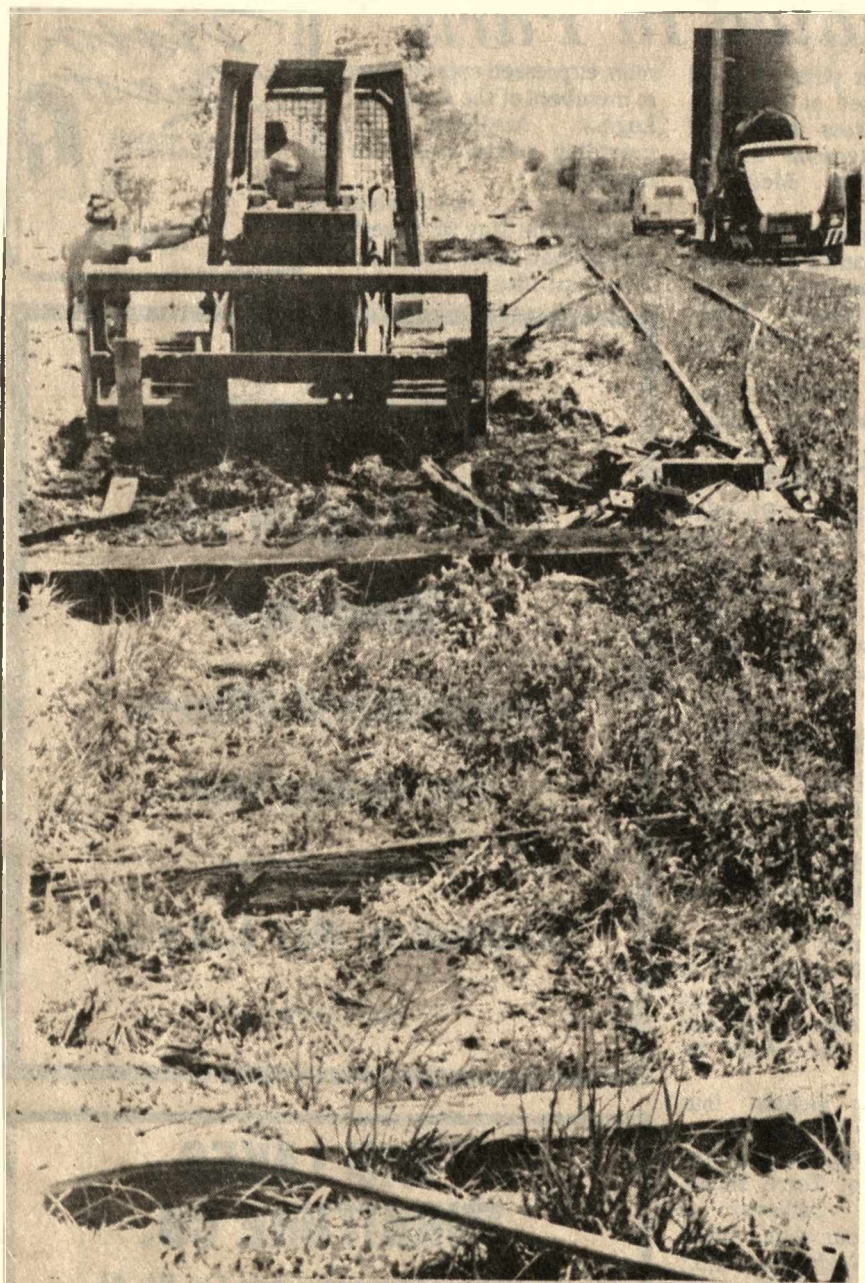
At the same time the Paris & Decatur started west, the Paris & Terre Haute railroad was laid out east through Nevins. The two merged to become the Terre Haute & Peoria in 1887, and in 1893 became part of the Pennsylvania system.

It was not the first railroad for Paris. That honor came 20 years earlier to the Terre Haute & Alton Railroad which ran from the Wabash to the Mississippi prior to the Civil War.

Future of the abandoned right-of-way through Paris is uncertain. Eventually it is expected to be offered for sale to adjacent landowners by Penn Central Properties, the current operating company of the old Penn Central railroad.

One trace of the right-of-way, and the railroad's best-known name, will be perpetuated in Paris, however. Later this year work is scheduled to begin on a new crossover between Main and Central for Route One traffic, using the former Vandalia right-of-way south of Monore. The city has officially designated this new street "Vandalia Way."





**RAILROAD SALVAGE CREWS** are at work removing the last remains of the former "Vandalia" railroad through Paris and just south of the city. The tracks were first laid in 1872, and the line to Terre Haute was abandoned a number of years ago. City crossings were resurfaced last fall and now the rails and ties are being removed. (Beacon-News Photo)



# Railroads in Wabash Valley opened markets in the west

By Dorothy J. Clark

Terre Haute's first effort to reach an outside market was the Terre Haute & Richmond Railroad, built after the canal began service here. It was rushed along because of the completion of the Madison & Indianapolis Railroad, Indiana's first.

The route to Louisville and Cincinnati was open, and desire for an outlet to the Mississippi turned to a railroad west. July 18, 1852, a meeting at Charleston, Ill., brought about the organization of the Springfield & Terre Haute Railroad. Among the incorporators were Chauncey Rose, John Brough, E. J. Peck, Thomas H. Nelson, Chauncey Warren, Alex McGregor, James Farrington, John P. Usher, Jacob D. Early, W. D. Griswold and John O'Boyle.

Eleven of the 41 men attending were from Terre Haute, but there were also attending from Illinois Ninian W. Edwards, Elijah Iles and a young man who modestly signed his name as A. Lincoln. Politics then as now did not always mean progress, so aside from the incorporation of the road little more was done.

The Terre Haute & Alton Railroad was built by eastern capital. The whole line was let as a single contract for a fixed sum to a group that understood politics as well as or better than railroads. Their names survive in stations along the road such as Litchfield and Mattoon.

It began in 1852 and found part of the work laid out for the old road started by the state of Illinois in 1837 and abandoned when Illinois, like Indiana, lost millions in their attempt to build public roads in advance of their time. A road from central Illinois to Indiana had been

graded and many of the bridges and culverts built before the state abandoned it. The new road took this over at little or no cost.

The Illinois Assembly could not see an outlet at St. Louis in another state but granted a franchise to a road to Alton. This was the route later used by the Big Four and connection to the eastern road was made from the crossing of Sixth and the Big Four by a track that crossed Spruce about Ninth Street and ran diagonally across the space between the two railroads.

The Alton road stock was partly owned by the interests that owned the Pittsburgh, Fort Wayne & Chicago Railroad when the former began the consideration of an extension of their road from Terre Haute to Indianapolis, the minority stockholders swung their support to the building of a parallel road across Illinois and the St. Louis, Vandalia & Terre Haute Railroad was built from St. Louis to the Illinois-Indiana Line, while the Terre Haute & Indianapolis Railroad extended to meet it there.

By Sept. 18, 1867, work had been started on the I. & St.L. to Indianapolis, and a week later the roadbed of the St.L. V. & T.H. had been laid from the Mississippi to Highland and the grading done to Greenville. Work was slow, and in 1869 less than a mile of the western line was built on the line of the old Wabash & Erie Canal at a low cost. A contract was let to the Keystone Bridge Company for an iron bridge 830 feet long across the Wabash River, at a cost of \$75,000.

From the river to the higher ground to the west a fill 6,000 feet long and an average of 18 feet high was needed while still farther west a cut 1,200 feet long and 25 feet deep in rock required expensive blasting.

The railroad company built the abutments and the piers and the estimated cost of the bridge was \$150,000, the fill \$120,000, and the iron bridge over Sugar Creek an added \$15,000. Wooden bridges would cost \$6,000 over the smaller streams, 64½ pound rails added \$60,000 with ties, bolts, splices, spikes and track laying estimated at \$24,000 or more.

Altogether the estimate called for about \$8 million and bonds bearing seven percent interest to the amount of \$348,000 had been sold and \$252,000 more would be needed, making in all a new debt of \$600,000.

Work on the road was complete from St. Louis to Effingham in July, and through traffic was expected to begin in May, 1870. April 14, 1870, George E. Farrington drove with great ceremony the last spike in the road and the bridge was to be ready by the 25th. This is how the Vandalia Railroad came to be so great a part of earlier Terre Haute.

Articles of incorporation were filed June 28, 1871, for the Cincinnati & Terre Haute Railway. Survey of the route began July 17 and the first few shovels of dirt were turned near Lockport, now Riley, Ind., Dec. 4. This must have been the deadline for beginning construction for surely the weather must have been a factor.

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# RR Crossings

# Discussed Here

By J. BLAINE AKERS  
Star Staff Writer

Train traffic has troubled Terre Haute transportation for quite awhile; however, city, state and federal officials are earnestly attempting to resolve the situation that's triggered a tremendous number of traffic jams.

Members of a steering committee, studying railroad and highway crossing improvements, conducted a public meeting Friday at City Hall, but only a dozen local residents attended the session. The majority of those attending the meeting did, however, voice support in the steering committee's action toward correcting the transportation problems at Terre Haute railroad crossings.

The Federal Highway Department, represented by George Gibson, Indiana Division engineer, and Jack Skillman, district engineer, encouraged the steering committee to proceed with its study which is one of 19 national highway demonstration projects funded by the federal government.

Within the next two to three weeks, the steering committee is to begin a feasibility study of a grade separation project (construction of overpass or underpass) at Third and Tippecanoe streets where Conrail tracks are located. Such a construction is estimated to cost from \$3 million to \$5 million.

Questions about a grade separation project were raised by interested citizens attending the meeting. Terre Haute City Councilman Pete Chalos asked if such a project would close off

intersections at Third Street and Lafayette Avenue and Third and Locust streets. Paul S. Smith, assistant director of the Vigo County Area Planning Department, said, based on available data, the intersections would not be closed off by construction at the Conrail crossing at Third and Tippecanoe streets.

Proposals presented by the steering committee at the public meeting included (1) study existing facilities (no long-range plan involved), (2) merge the L&N Railroad tracks and Milwaukee Railroad tracks at the Springhill junction south of the city, and (3) relocate the Conrail tracks by collecting it at the east edge of the city and relocating it at the north edge of the city.

According to Smith, to merge the tracks of the L&N and Milwaukee would be "realistically almost impossible." He said with existing facilities there would be about 32 train movements within a 24-hour period. Smith said this is far too many train movements for existing track. Also, he said problems might result in schedule agreements between the two railroad companies.

To relocate the Conrail tracks, said Smith, would cost about \$12 million. He said overpasses would have to be built at U.S. 41 and at Ind. 63. Also, a bridge would have to be constructed over the Wabash River.

Also participating at the meeting were Mayor William J. Brighton, James Burdick, city engineer, and Sterling Bolyard, representing the Indiana Highway Commission.

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# 24 railroaders included in book

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The book "Some Terre Haute Phizes" published in 1905 contained information on twenty-four local men involved someway in railroading.

Written in a satiric vein, each biographical sketch was accompanied by a cartoon drawing attached to a photographic portrait of the biographee. We'll have space for a paragraph or two about each of them.

Edwin R. Bryant became chief train dispatcher for the Vandalia railroad at Indianapolis in 1882. At that time there were four telegraph offices between that city and Terre Haute. Part of his work was to establish more offices between 1862 and 1865 when he came to Terre Haute. In love with railroading from the start, he planned to retire only when he was affected by the pension rules of the Pennsy system.

"Colonel" Ellis E. South grew up with the Big Four railroad. He was born in 1851 at Brownsburg in Hendricks county, Ind., and daily heard the toot of the Big Four trains on the Peoria division. He came here in 1883 as ticket and freight agent at the old yellow depot at Sixth street, and after ten years, was appointed general agent with offices in the Terre Haute House.

Charles Hartenfels became general agent for Southern Indiana railroad on Sept. 1, 1901, and on Sept. 17 the first passenger train on the new road was started out of Union Depot for its trip to Bedford, the southern terminus. He had worked earlier for railroad surveying outfit of Chicago, Rock Island and Pacific in Iowa, the Ohio Valley railroad, the Evansville and Terre Haute, and the Evansville, Terre Haute and C. & E.I. railroad.

George E. Farrington had been with the Vandalia for 38 years in 1905 and had seen the road develop from a single division into a large system. He had sold Vandalia tickets to several generations of Terre Hauteans. Born in Terre Haute in 1840, he began his railroad career following Civil War service in 1865 on the Terre Haute and Richmond, then the T.H. & I. until Vandalia lines merged with the Pennsy system in 1905.

William J. Kinser, born in Terre Haute in 1872, went into contracting business with his father, Thomas W. Kinser. In 1905 he was constructing 150 miles of Chicago division of the Southern Indiana and 70 miles of the

Indianapolis division of the same railroad, contracts totaling two and half million dollars.

Orville E. Raidy, a native of Ohio, had been in the railroad business since he was fifteen years old, accepting his first position as fireman on the Sandusky division of the Big Four. Later he was with Lake Shore railroad and came to Vandalia in 1877, working his way up to trainmaster of the Peoria division and road foreman of engines. His hobby was raising chickens on his farm near St. Mary's.

Frank Leslie Campbell began as a freight brakeman and trunk smasher baggage master. He arrived in Terre Haute in 1873, and drove a grocery wagon and mule-powered streetcar before becoming Vandalia yard clerk in 1879. In 1894, he became trainmaster of the Peoria division, and in 1901 advanced to trainmaster of the Vandalia main line.

David B. Steeg was traveling passenger agent for Vandalia from Indianapolis to St. Louis and all lines tributary. In addition to railroading, he also learned telegraphy.

Robert Bell Thompson was treasurer for the Vandalia. A native Scotsman, he came to Terre Haute with his parents at age ten. He began working for Vandalia in 1881 and became treasurer in 1893.

William W. Ray quit the Vandalia in 1900 to become a successful coal operator. The president of fifteen coal companies owning eight mines, he had railroad coal contracts totaling two million dollars.

Albert D. Pendleton was division freight agent in charge of the main line, Peoria to Vincennes division, Vandalia system. He came to Terre Haute in 1903.

James J. Fagan went from messenger boy at the freight office of the E. & T.H. and C. & E.I., Tenth and Wabash, to commercial agent for both railroads.

William E. McKeever, born in Terre Haute in 1858, started working for Vandalia as messenger boy in 1873, and in 1905 was ticket seller at Union Depot. The first ticket he sold was to Macksville (West Terre Haute) for seven cents, the cheapest ticket available on the Vandalia.

John R. Connelly came to Terre Haute in 1870 and began his career as messenger boy for the C. & E.I., resigning in 1905 as general agent to

## Historically Speaking

By Dorothy Clark



become a partner of George J. Natkemper in the coal business.

Joseph S. Jenckes, Jr. became chief clerk to Supt. Downing of the main line division of the Vandalia in 1902, coming to Terre Haute in 1899.

Francis C. Crawford was the paymaster for the Vandalia. Born in Terre Haute in 1839, he served in the Civil War, had a shoe business for five years, and with the Vandalia for 27 years.

John W. Parks became chief clerk in the office of superintendent of motive power of Vandalia in 1901. He began with the railroad as a blacksmith's helper in 1891, and introduced piece work systems in Van shops here in 1897.

John Lloyd Davis was a Terre Hautean who combined railroading and music. In 1905 he was superintendent of the C. & E.I. telegraph and signal system.

William Seymour Roney was connected in an official capacity for over thirty years with the T.H. & I. railroad, the Vandalia at Terre Haute, and auditor of the company for 27 years.

Herbert E. Meginnis, chief clerk to Master Mechanic Mechling of the Vandalia, was born 1869 in Washington, D.C., and came up the ladder before coming to Terre Haute in 1897.

George E. Thickstun was yardmaster on the Vandalia. In 1898, he

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Community Affairs File

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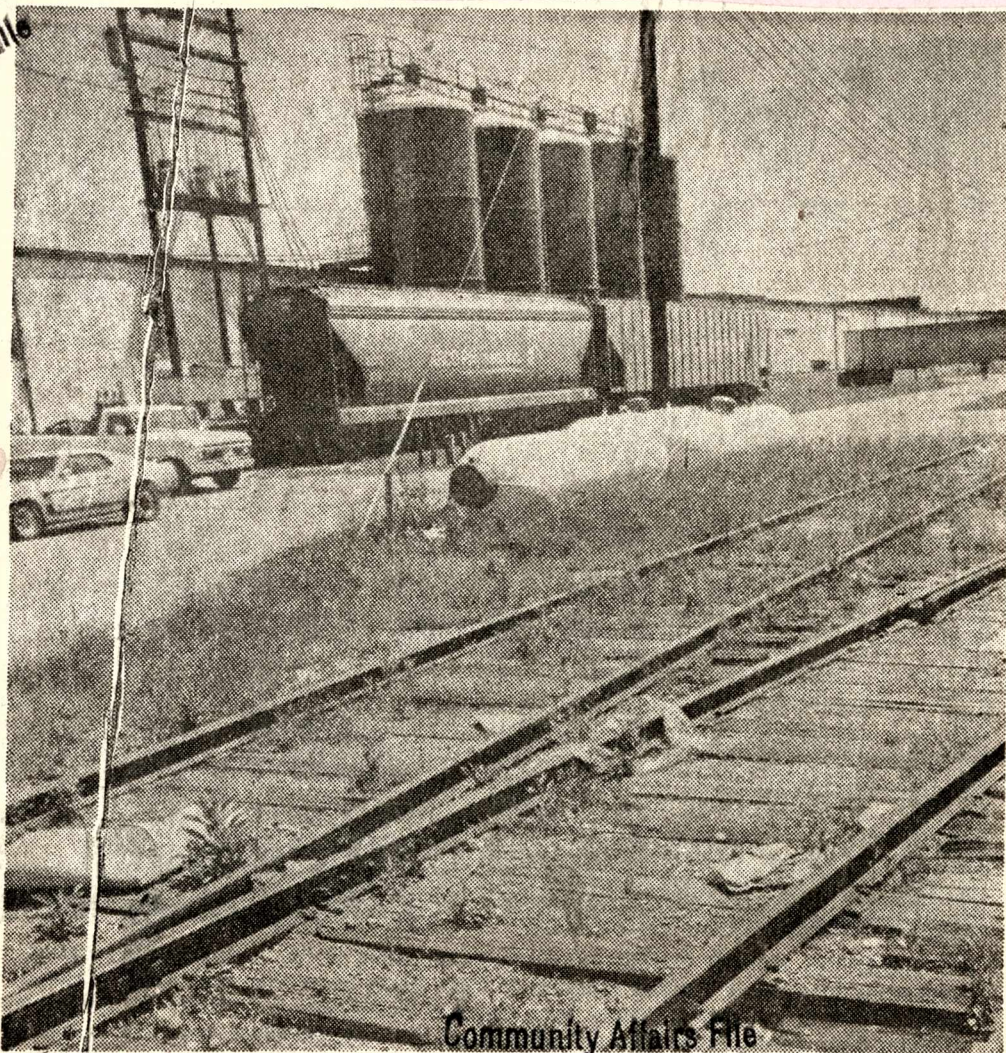
was promoted to his position with 52 miles of track in the Terre Haute yards and a hundred men in his employ. His duty was to handle all equipment, freight and passenger trains in the local yard limits.

William Charles Arp, superintendent of motive power for the Vandalia, was born in 1848 in Pennsylvania and entered railroading in 1864. He came to Terre Haute in 1896.

Gardner F. Wells, general manager of T.H. Traction & Light Co., was just completing Paris and Sullivan interurban lines when the 1905 book was published. A native of Boston, he came to Terre Haute in 1903. The Clinton line had been completed, and the local system had a hundred miles of track.

William C. Downing, superintendent of the main line of the Van, enjoyed nothing more than making inspection trips seated in a big wicker chair on the observation car. A native of Richmond, Ind., he came to Terre Haute in 1896 for St. Louis and joined the Van family here. As with all the railroad men, his work was his greatest pleasure, and he needed no hobbies.





Community Affairs File

**CITY, INKS PACT WITH RAILROAD COMPANY**—The Terre Haute City Council passed a bill Thursday night approving a contract between the city and the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. The contract concerns maintenance of the railroad tracks, above, which service the Fort Harrison Industrial Park on the city's eastside. City officials said the railroad tracks are necessary for shipments to and from the industrial park.

S MAY 13 1977

Railroads (T.H.)

(Star Photo: Kadel)

Vigo County Public Library

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*Railroads (F. H.)*  
County Watches  
Penn Central  
Legislation  
2-10-77-1  
Affairs File

Legislation that would permit Vigo County to receive half of the \$1.22 million in back taxes owed by the bankrupt Penn Central Railroad is being watched with great interest by County Treasurer George Schoffstall and County Attorney Ralph Berry.

Some 30 counties in the state could also benefit.

Besides the \$1.22 million in back taxes, Penn Central also owes Vigo County an additional \$55,000 in interest and penalties.

At a mid-morning press conference Thursday, Schoffstall and Berry outlined provisions of House Bill 1971 concerning the "compromise" of back taxes by the State Board of Tax Commissioners.

The bill is presently in the House Ways and Means Committee and has not yet come up for hearing.

The measure would cancel property tax assessments against real property if a petition was submitted by the auditor, assessor and treasurer of a county to the State Board of Tax Commissioners.

Berry noted that neither the state nor the counties have the power to accept a partial payment of taxes under present statute.

The Penn Central case is further complicated by bankruptcy proceedings now before Federal Judge John P. Fullam in Pennsylvania.

His decision is expected in late February.

A settlement of 50 per cent of back taxes from Penn Central is anticipated as part of the federal agreement.

With the necessary state legislation payment could be received in mid-year, Berry said.

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# *Railroad (T.H.)* **Penn Central May Pay Vigo, T.H. Back Taxes**

MAY 14 1977

Community Affairs File

By COLLEEN SIMS  
Tribune Staff Writer

The Vigo County and City of Terre Haute governments could receive \$532,700 of the back taxes due from the bankrupt Penn Central Railroad if a tentative agreement recently reached in bankruptcy court is finalized, according to Terre Haute Mayor William J. Brighton.

Mayor Brighton said figures released by the Indiana Association of Cities and Towns show the \$532,700 amount to go to Vigo County and Terre Haute.

The county and city most likely will split the money equally, the mayor said.

Indiana Attorney General Theodore Sendak, representing the State Board of Tax Commissioners, agreed during bankruptcy court negotiations to accept 44 per cent of the total in back taxes owed the local governments. That agreement is yet to be finalized.

In the meantime, the Indiana legislature has passed a bill that will prohibit the State Board of Tax Commissioners from reducing local tax rates on the basis of the tax payments from the railroad company.

Mayor Brighton explained that the back tax money was figured in the budgets for the previous years and should not be counted as income for the

upcoming year's budget.

The money is due the governments for tax years 1969 through 1976.

Mayor Brighton anticipated the payment of the back tax money could be made in the next four or five months.

Although Mayor Brighton referred to the money as a "one-time windfall" to the local governmental units, he pointed out the governments are not "getting something for nothing."

"Actually, we are getting less than half what is owed us," Mayor Brighton said.

"With only getting about 44 per cent of the back taxes, we have lost about \$1 million of the taxes owed by the Penn Central in this county," the mayor explained. "These monies had to be picked up by the local property taxpayers."

According to the Indiana Association of Cities and Towns, estimated figures on the amounts to go to Indiana counties under the 44 per cent settlement, the payments would range from \$100 to Wells County to \$2,518,400 to Lake County.

Estimates for area counties are \$180,600 for Clay County, \$61,500 for Greene County, \$44,300 for Owen County, \$32,100 for Parke County, \$329,200 for Putnam County, \$1,400 for Sullivan County and \$1,800 for Vermillion County.

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T AUG 3 1978

Community Affairs File

# Conrail crossing *Railroad T.N.S.* changes scheduled

Extensive changes in the Conrail crossing on North First Street are planned by the Consolidated Rail Corporation, according to reports from the company and city officials.

The improvement program, which reportedly will not affect current studies under way toward grade separation of the Conrail-U.S. 41 crossing on North Third Street, calls for reconstruction of the existing First Street crossing with additional tracks for a siding and the installation of crossing gates as well as signal protection, the reports state. The city is asked to approve.

The new street-rail intersec-

tion near the Pillsbury plant will provide a smooth and level surface for vehicular traffic, according to Daniel F. Donovan, commerce counsel for Conrail.

City Engineer Jim Burdick has said the improvements on First Street would expedite rail traffic in and through the city. It is indicated that the entire cost of the project is to be funded by the railroad without the expenditure of local tax money.

A City Council resolution favoring the project is to be considered at the next meeting of the body, scheduled for Aug. 10.

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Community Affairs File



# Railroad Maintenance Projects Planned By City Administration

By J. BLAINE AKERS, Star Staff Writer

While the proposed Conrail overpass remains a priority of the Chalos administration, other railroad maintenance projects are being planned, according to City Engineer Louis Glascock.

Last week, Glascock said \$300,000 in the cumulative capital improvement fund would be appropriated to pay the city's share toward the planned \$6 million Conrail overpass at U.S. 41 near Tippecanoe Street. Also, he said Mayor Pete Chalos favors spending \$3,500 from that same fund for removal of old Penn Central tracks on First, Second, Fourth and Fifth streets near the Indiana State University campus. The \$3,500 is 10 percent of the project cost. Federal funds will be used to defray the other 90 percent, the city engineer said.

Federal aid urban funds which, in many instances, pay as much as 100 percent of all project costs, are to be used in several railroad improvement plans scheduled for 1981 and 1982.

Glascock said city officials are attempting to accomplish two major objectives.

"We want to repair as many crossings with rubberized material and we want to remove abandoned spur lines

which are no longer serviceable," he said.

Projects being studied include:

— Milwaukee Railroad tracks at Seventh Street north of Helen Avenue. City officials want the crossing repaired with rubberized material. The estimated cost of the project for which 100 percent federal funding is available is \$43,000.

— L&N Railroad tracks at Eighth Avenue and 13th Street. Repair work is to include installation of signals and gates for which 100 percent federal funding is available.

— Milwaukee Railroad tracks at 25th Street north of Fort Harrison Road. Flasher signals are needed. Federal funds to cover the cost of the project are available.

— Milwaukee Railroad tracks on Poplar street west of Fruitridge Avenue near Deming Park. Improvements planned include new signal and rubberized crossing for which federal funds are available.

— Penn Central tracks at Lafayette Avenue, Sixth, Seventh, Eighth and Ninth streets. Abandoned tracks would be removed. Federal aid urban funds to pay 100 percent of the project cost are to be used.

Glascock said other railroad improvements also are being studied including projects at crossings maintained by the state government.

Community Affairs File

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# Planners questioning Conrail application

*Railroads, Title + Area Planning  
Vigo Co.*

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1 OCT 6 1977

By ROB ALLEN  
Tribune Staff Writer

An application to the Federal Railroad Administration to change signal control of Conrail railroad crossings from Terre Haute to Indianapolis is the subject of concern for Vigo County's Area Plan Commission and Terre Haute's City Engineering Department.

According to Paul Smith, of the plan commission, Conrail wants to take out the signal system along the 80 mile stretch from Terre Haute to Indianapolis and install a control system in Indianapolis to control the signals from there.

The plan commission and City Engineering Department are working together on a Railroad Highway Demonstration Project and they stumbled onto the application, according to Smith, in that study.

Smith said they asked all railroad companies if they planned any changes in the area, but all said no. He said a Conrail official, W. R. Addison, came to Terre Haute from Philadelphia and Addison said he knew of no planned changes.

However, on the 40th day of the 45 days allowed to request a public hearing on the matter, Smith said he was informed of the application from a Terre Haute resident.

"We discussed the matter," Smith recalled, "and decided we'd better have a public hearing to find out what they planned to do." So, Smith said he called the Federal Railroad Administration in Washington D.C., on the next to the last day allowable and requested a public hearing.

Smith said the man he talked to, Robert Wright, said a public hearing would be set up. But, about two weeks later another FRA man, Robert Harris, called Smith and "tried to talk me out of the public hearing," Smith said.

"Then after that they sent me a letter saying I had to send in writing our reasons for requesting a public hearing and then they would decide if they had one or not," Smith said.

Wright, contacted in Washington, confirmed the conversations with Smith, but said he never promised a public hearing. Wright said it is a policy of FRA to give the opportunity to "request a public hearing, but then we review the reasons for having one and then decide whether one should be conducted."

Smith, not at all in agreement with that policy, said "that puts the burden of proof on us to have a hearing instead of Conrail as to why the application should be approved."

Smith said he wants a public hearing not so much to oppose the application, but to find out more about it. "They (Conrail) have not sent us any explanation material about their plans," Smith said.

Addison, contacted at his Philadelphia office, said he worked with bridges and overpasses and did not know about the signal application.

Though local officials don't know the details of the Conrail application, they are concerned with what it might mean.

Tom Davidson, transportation planner, said a local concern is crossing blockage and delay time. He said local officials would like to know what would happen if there was a breakdown. "It is a system that is supposed to work," Davidson said. "But, what if one day it doesn't? What kind of alternate plans do they have?"

Davidson also said Conrail should supply the local officials with operational plans so that they could know what procedures Conrail intends to follow.

Smith said City Attorney James Smock is presently looking into the matter of a public hearing with the FRA.

Wright said no decision has been made as yet on whether to stage one. He also said the FRA's Safety Board has not finished its investigation of Conrail's application and probably would not for another month.

"We check out the applications thoroughly," Wright said. "That is why we like to be sure there is a good reason to have a public hearing before expending the time and expense."

Locally, Smith has another opinion. "That is a convenient way to have it," he said. "That means they could skirt controversial issues by just not having the hearing. All agencies I know of have to have public hearings when somebody asks for them."

Community Affairs File

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Railroads (TH)

Community Affairs File

# Conrail wants to abandon line

Consolidated Rail Corp. said a 1.3-mile stretch of track running through Terre Haute is generating insufficient revenues and should be abandoned.

Sought in the abandonment is a portion of the old Milwaukee Railroad line running from about 500 feet west of 25th Street to Wabash Avenue.

Conrail will ask the Interstate Commerce Commission in January for a certificate approving the abandonment under the Northeast

Rail Service Act of 1981.

Conrail filed a notice of insufficient revenue with the ICC, which has 90 days to field offers to buy or subsidize the rail line. The ICC then has another 90 days to consider a Conrail application.

A spokesman added that Conrail will take another 120 days on top the 180 days to consider whether to pull up the tracks.

Vigo County Public Library

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Community Affairs File



# News good, bad on railroad buyout

1 s AUG 1 1 1984

By Dick Robinson

Tribune-Star Staff Reporter

It is good news and bad news for residents of five east-central Illinois counties trying to save the railroad branch line from Mount Carmel to Paris.

The good news is that Penn Central has offered to stall the scrap dealers while a plan is developed. The bad news is that Norfolk Southern Railroad continues to refuse to provide the coal shipping rate necessary to develop the rate.

Robert Machtley, executive

director, Crawford County Opportunities Inc., said Friday the rate schedule Southern had promised by Wednesday has not arrived. Southern reportedly told Merrill Travis, chief of the Illinois Department of Transportation's Bureau of Railroads, it needed more time. Machtley said Southern has worked on the Harrisburg to Mount Carmel rate since April.

The rate to ship coal from a mine near Harrisburg to Mount Carmel is a key element in a plan proposed by those interested in saving the branch.

The plan would involve the governmental entities in Edgar,

Clark, Crawford, Lawrence and Wabash counties securing state and federal grants plus low-interest loans to purchase the line. The branch would be operated by a not-for-profit organization until sold to a private investor.

Machtley estimated the sale price between \$2 million and \$3 million.

Without the coal rate to the branch's southern terminal at Mount Carmel, there is no way to determine if the line could be operated at a profit.

Penn Central had said it needed a decision by Aug. 13 or the line would be scrapped. U.S. Sen.

Charles Percy, R-Ill., and Gov. James Thompson appealed to Penn Central for an extension, and the railroad agreed.

Penn Central hasn't set a new deadline, Machtley said, "but we have promised not to waste their time by stalling."

Machtley said Friday he was setting up a meeting with the Department of Commerce and Community Affairs and the Department of Transportation to see what could be worked out with Southern. "We have to come up with a way to get Southern off dead center on the figures, because without the rate we have nothing to talk about," he said.

Community Affairs File

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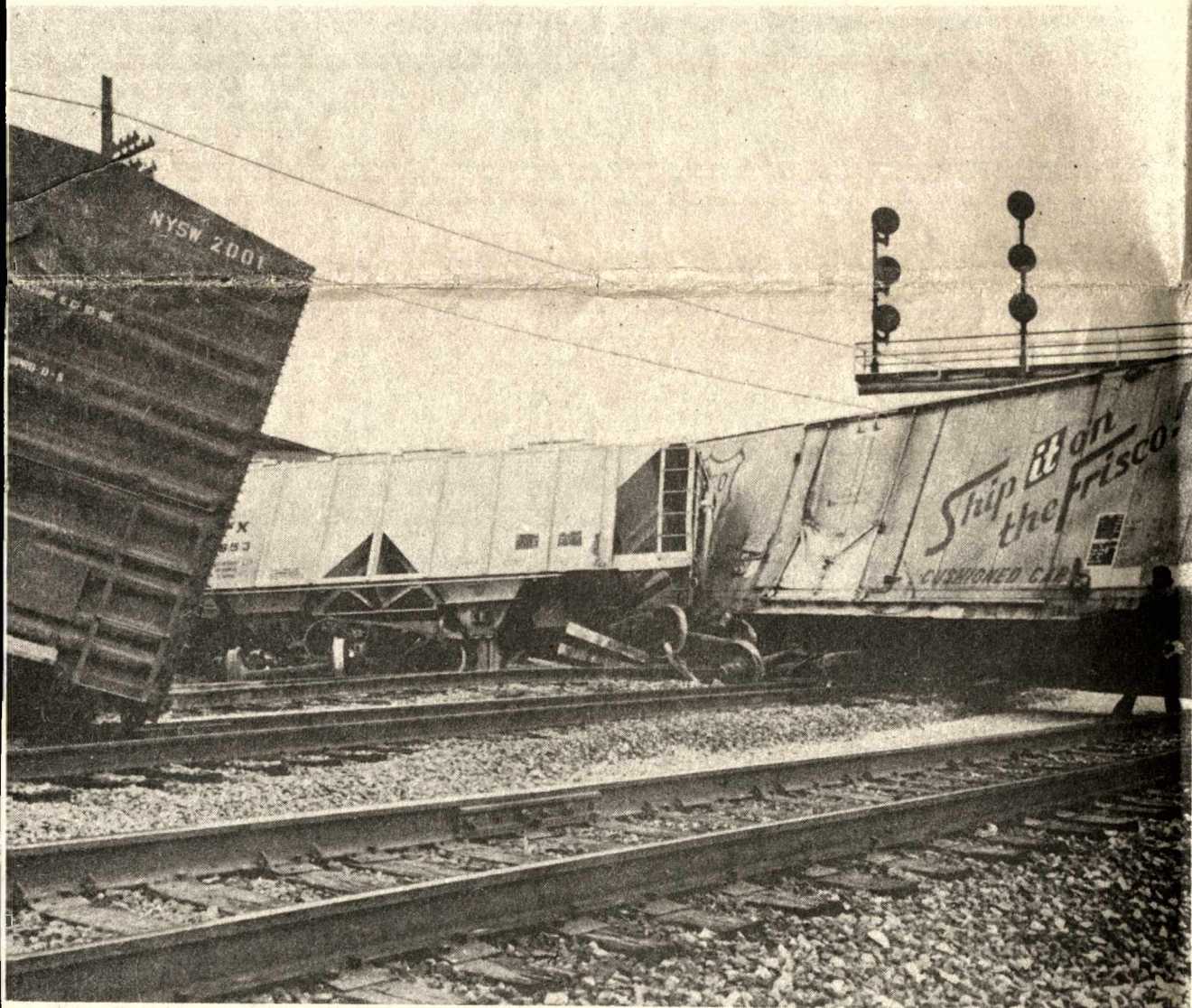


# Extensive damage reported in Conrail derailment

Ts JAN 4 1981



Conrail employees assess damage following derailment of 10 cars near Third and Tippecanoe streets about 11:30 a.m. Saturday



## Hopper car contents spilled

The hopper car, center, containing foundry sand, lost its contents when 10 cars of a 131-car Conrail train derailed late Saturday morning on U.S. Highway 41

(North Third Street) at the west edge of the city on the near northside of Terre Haute.

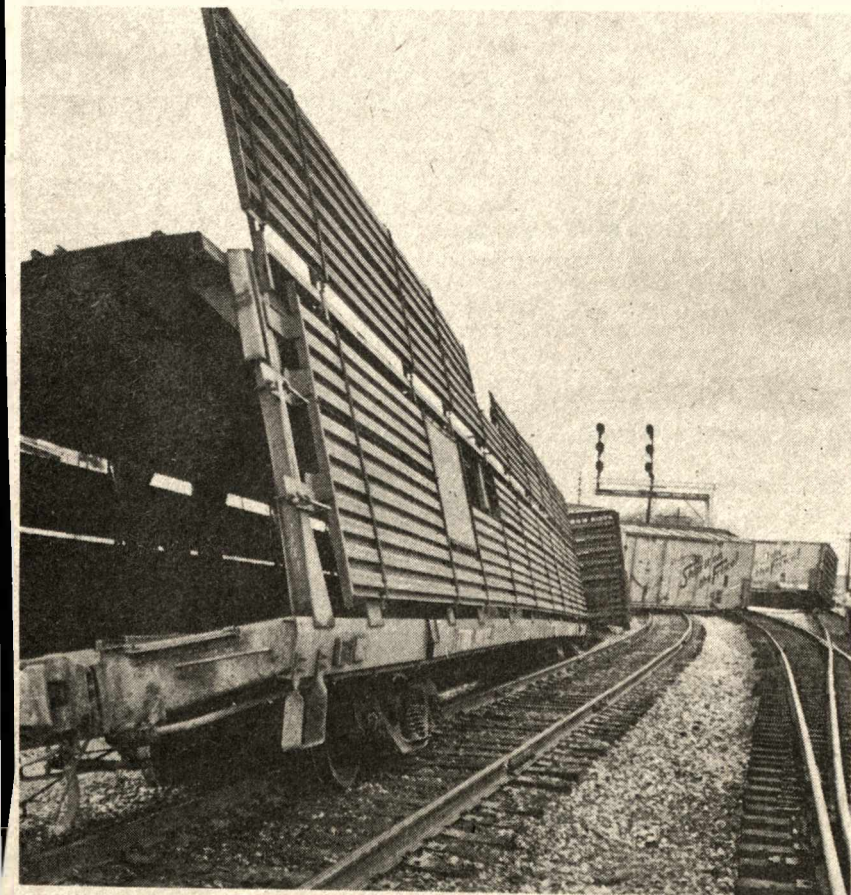
See story  
on Page A1

Staff  
Photos  
by  
Malcolm  
Moore



## What a mess!

A Conrail employee checks derailed cars to determine the amount of damage. The accident resulted in damage to about 100 feet of track, and tore up several tracks running side by side.



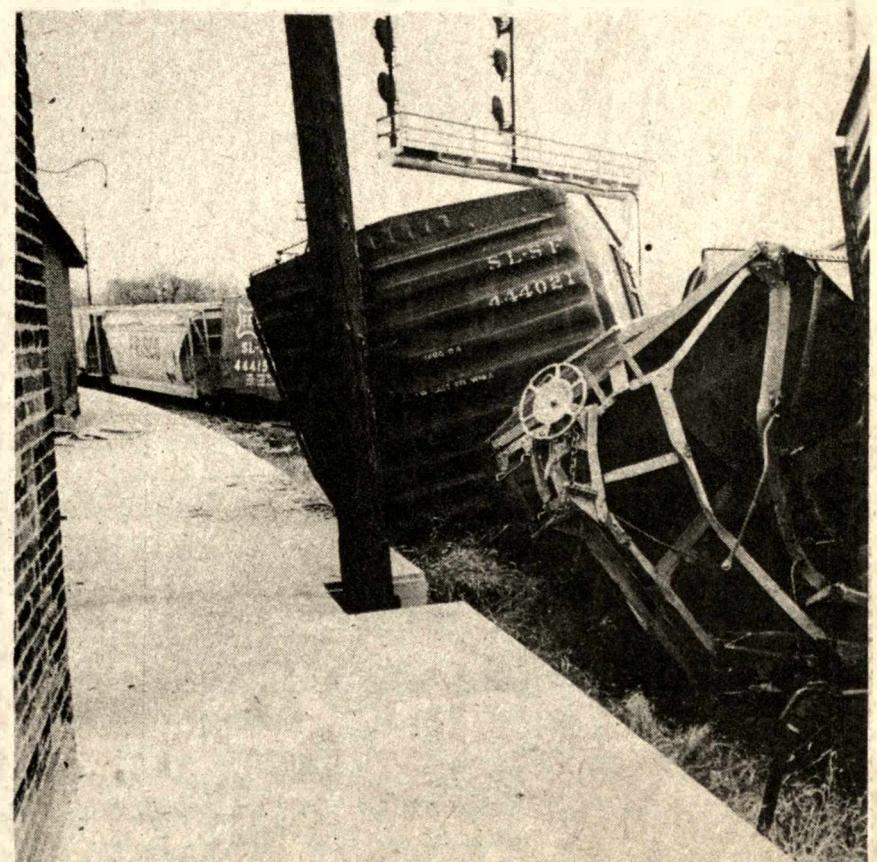
## Cause?

An empty auto carrier, about the 25th car of 131, which apparently became caught in the S-curve as the Conrail train moved from the Wabash River bridge to the Third Street crossing, was believed possibly to have caused the derailment.



## Crunch!

A small building back of MAB Paints was crushed when 10 cars of a 131-car Conrail train derailed Saturday morning west of Third and Tippecanoe streets.



## MAB loading dock hit

The derailment caused some damage to the loading dock of MAB Paints Saturday morning.



10-13-77  
Tribune (TH)  
**Rail service  
faces threat  
in reroute plan**

Community Affairs File

By JACK HUGHES  
Tribune Staff Writer

Terre Haute's sole remaining railroad passenger service is threatened by a proposal coming out of Ohio as Dayton fights for the life of its own rail passenger service.

What's more, Indianapolis and Richmond in Indiana and Effingham, Ill., are in the same "boat-train."

Indianapolis and Richmond already were in trouble, according to reports that both freight and passenger rail service are to be shut off through Dayton and those cities as of Nov. 1. The action is said to have originated with Conrail which seeks to switch to a more northern freight route between Columbus, Ohio, and Indianapolis after that date. Amtrak, with no track of its own, would have to follow suit with its passenger trains.

The Dayton plan, supported by the Ohio Association of Railroad Passengers, proposes another route west from Columbus, directly to Dayton, down to Cincinnati and across Southern Indiana and Illinois through Washington and Vincennes in Indiana and Salem, Ill., to St. Louis.

That route would eliminate existing service to Effingham, Ill., and Terre Haute as well as Indianapolis and Richmond.

A sketch of the Dayton proposal is included in a recent release from the Ohio railroad passengers organization which states, "If Dayton is abandoned by Amtrak as planned on Nov. 1, 1977, it will be the largest metropolitan area in the United States without rail service."

Dayton's proposal would put the Amtrak "National Limited," which replaced the "Spirit of St. Louis" and other east-west passenger trains using the old Penn Central railroad trackage, on the mainline of the Chessie System (the B&O railroad).

Thomas R. Pulsifer, president of the OARP, acknowledges that "... the proposal is controversial because it calls for bypassing Indianapolis instead of Dayton." He adds that while the group hopes for a last-minute reprieve for the existing route through Richmond, Indianapolis, Terre Haute and Effingham, the choice of a temporary route "... is critical to the future of the train and that the northerly detour route planned by Amtrak could be fatal to future service."

A note in the release from OARP describes the association, an organization of more than 400 members, as "... a not-for-profit organization of concerned citizens working on a volunteer basis to promote train travel and to urge the improvement and expansion of rail passenger services in and through Ohio."

Community Affairs File

Vigo County Public Library

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# Amtrak Improves Service With New Fleet

By DAVID H. COX  
Star City Editor

One newspaper's account of an 1852 train ride said it now was possible to eat breakfast in Terre Haute, dine at Indianapolis and return to Terre Haute to eat supper at the regular time.

Evolution of technology has brought many changes since the days when it took more than four hours to journey by rail to Indianapolis, but memories linger.

The Big Four Station at Seventh and Tippecanoe streets is one of the links with the past. It now stands silent, paint flaking off the porch roof, weeds knee high around the foundation. Vines are crawling up the old tower and doors and windows are boarded to keep secret the stories of days gone by.

Passing vehicles and an occasional freight train are the only infractions against silence. A poster taped to the door near the loading dock advertises railroad memorabilia for sale. Even though the heyday for passenger trains apparently has passed, there seems to be an effort coming to resurrect some interest.

Amtrak began a new service between New York and Kansas City this week which gives travelers an alternative to air and bus transportation. The National Limited, which runs through Terre Haute, now is equipped with Amfleet coaches, the first new equipment to be added to this line in more than a quarter-century.

The new passenger coaches are decorated in pastel colors and provide near-luxury comfort during the ride. This reporter traveled to Indianapolis on his first train trip ever and was pleasantly surprised with the quality of the trip.

The traditional creaking of the train riding the rails nearly was non-existent with new soundproofing techniques and the humidity-controlled interior and indirect lighting made comfort complete.

The train, arriving at Terre Haute nearly two hours behind schedule, made up 20 minutes of that loss en route to Indianapolis as the engineer and crew became more familiar with the locomotive which is only six months old. Railroad officials said the train would run behind schedule only until modifications are made, probably within two months.

Joe Vranich, public relations officer for Amtrak, said with old equipment there used to be between 10 and 40 mechanical breakdowns per trip, mostly air-conditioning failures. Vranich said there had been no breakdowns on the run from New York to Kansas City and as far back as Indianapolis on the return trip.

Vranich also said the new service has cut operating costs. He said two less employees are needed and fuel costs have been cut 40 percent. The train is equipped with two-way radios for the crew, a public address system, sleeping cars, a kitchen and diner and cocktail area.

Vranich said there is a possibility an agent may be reinstated for local service. He said there would be numerous options about creating the position. He said Amtrak could help finance a year-long experiment with an agent working here. If the program works, Vranich said Amtrak would put the agent onto its regular budget. Another method, he said, would be to obtain a local mail contract which would pay for the agent and make revenue from local receipts

profit. Still another way of reopening the local station would be to hire someone to operate the station at times when trains were expected to allow passengers the comfort of waiting inside away from weather, however, tickets would not be sold at the station via this plan.

Vranich also said, Amtrak has funds available whereby it will finance two-thirds of renovation costs for local stations. He said Amtrak does not solicit applications for funds, but does accept

applications from communities. He said approximately \$1 million is available.

Amtrak is interested in renovating stations where business is heaviest, but will spread the money around so large stations "don't swallow it all up," Vranich said. "There are at least 200 in critical need of repair." Amtrak operates 545 stations in 46 states.

Vranich said, "We're going to get on time with this train. We've changed some locations and we'll alter the time schedule to make sure we run on time. If we find out we need more time at one location, we'll build it into the schedule."

A sampling of the rate schedule shows one-way tickets between Indianapolis and Terre Haute are \$8, compared to \$6.70 for the same trip on a bus. Tickets between St. Louis and Indianapolis are \$21.

Time schedules and rate information are available at local travel agencies.

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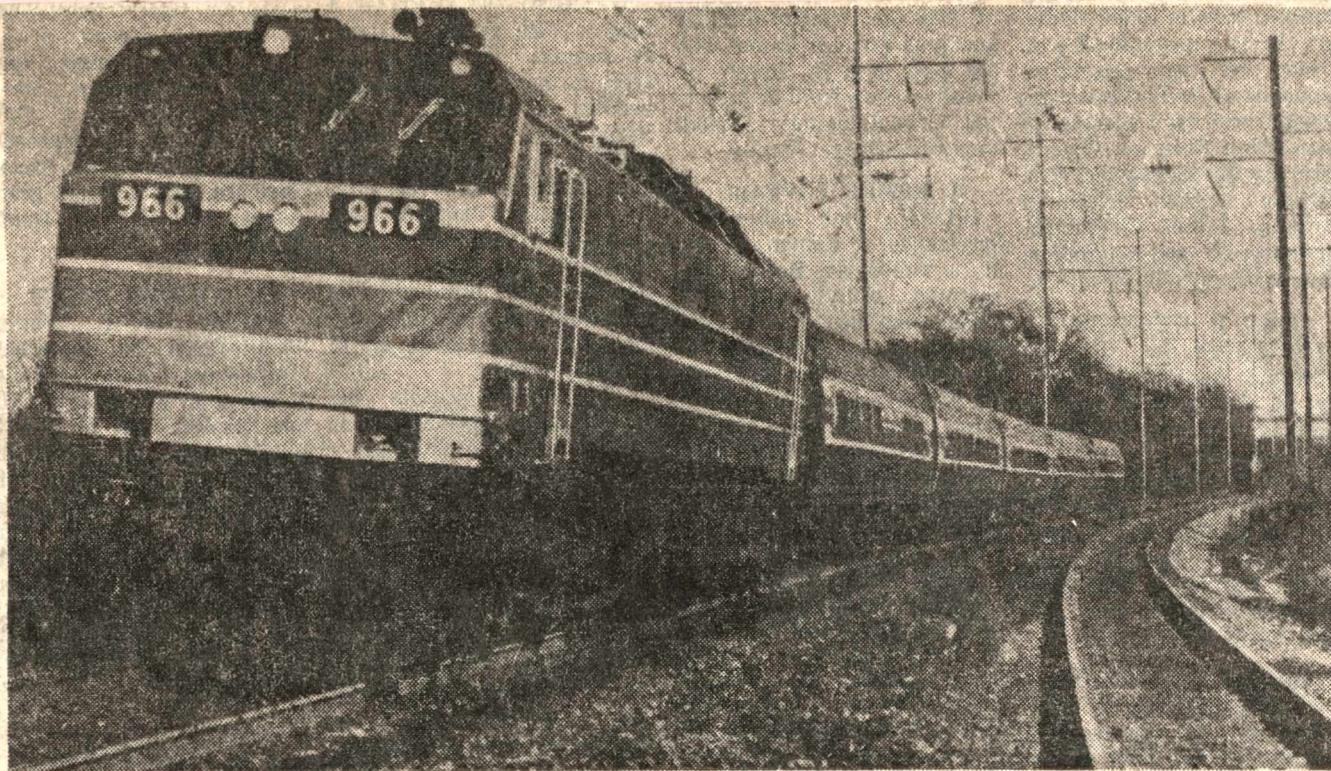
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Community Affairs File





**Amtrack has added Amfleet cars to its National Limited to improve service between New York and Kansas City**



*Railroads (T.H.)*  
**Railroad crossing repair slated for Monday**

Patch work repairs on local Louisville & Nashville (L&N) Railroad crossings will begin and end Monday, according to L&N Roadmaster Roger Cross.

Over a week ago, L&N repair crews used white crushed rock to fill some of the holes at Poplar and 10th streets and Walnut and 10th crossings. It was reported in the Sunday

Tribune-Star that no determination was made as to who should have been credited with the temporary improvement of the crossings.

A COMBINED type of asphalt will be used over the crushed rock for the Monday repairs, Cross explained. L&N repair crews will begin at the north end of Terre Haute and complete all needed patching jobs in one

day, he said. TS JAN 11 1981

Substantive repairs will begin in the spring as federal aid urban funds become available through new programs for railroad improvements, it was indicated. "We're working with the city, and by the end of this summer all the crossings should be rehabilitated in Terre Haute," said Cross.

Vigo County Public Library

REFERENCE  
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Community Affairs File



# Myers Supports Rail Project Funding

S NOV 4 1977

Community Affairs File  
Hoosier Congressman John Myers (R-7th) Thursday submitted testimony to the Surface Transportation Subcommittee of the House Committee on Public Works and Transportation supporting

a \$90 million authorization for the "Railroad Relocation Demonstration Projects" program in fiscal year 1979.

Terre Haute is one of 17 cities that currently has ongoing projects under this program.

In his written testimony to the committee, Rep. Myers said in part, "Terre Haute, with a population of over 70,000, has 144 public at-grade railroad crossings, causing serious safety and traffic congestion problems. I earnestly request the committee's continued interest in the Terre Haute (relocation) project."

The primary objective of the demonstration project program is to alleviate railroad-highway conflicts in urban areas by the construction of grade separations, installation of warning devices, relocation and consolidation of railroad facilities, and various combinations thereof. Myers said these demonstration projects are funded on a cost-sharing basis, which is 95 percent federal and 5 percent local in the Terre Haute case.

Myers explained that local officials designated the intersection of U.S. 41 and Tippecanoe St. (N. 3rd St. and Conrail) as the highest priority railroad highway problem in the city.

"Anyone who has driven through the city, especially on North Third street, is aware of the hazards and delays associated with railroad-highway crossings," the Indiana lawmaker remarked. "The Terre Haute project has been allocated \$400,000 to date for preliminary safety and traffic studies, and I want to help ensure that adequate funds for planning and construction are available."

Community Affairs File

Vigo County Public Library

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*Railroads (TH)*

## Local Amtrak line may be restored

T APR 12 1980

The National Limited, an Amtrak passenger train that stopped in Terre Haute prior to its elimination in October of last year may be restored.

Some sources have indicated the passenger service will be restored between Kansas City and Philadelphia by Oct. 1.

John Lee, assistant news manager for Amtrak in Indianapolis, said Friday afternoon when contacted by phone he was very "optimistic" about the service being restored.

"It's very possible the service will be restored. Officials in each of the five states serviced by Amtrak are interested in the train being restored," Lee said.

Lee confirmed a meeting was conducted April 8

in Washington, D.C., concerning proposals to restore the train service. A deputy Indianapolis mayor, Lee added, attended the meeting.

Under terms of a plan offered by Amtrak the rail company, the first year of the restoration the federal government would pay 80 percent of the operational costs while the states would pay 20 percent. Each year thereafter the percentage charged to the state would increase.

The Terre Haute Area Chamber of Commerce has gone on record as opposing the restoration.

Ross Hedges said the local chamber opposes the measure because Amtrak "is so heavily subsidized by the government."

Community Affairs File

Vigo County Public Library

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**Crossing  
Study Now In  
Second Phase**  
MAY 23 1977

The local railroad-highway crossing study has advanced to the second phase, the development of an environmental impact statement, according to Terre Haute Mayor William J. Brighton.

Mayor Brighton said the Federal Highway Administration (FHWA) requested the Vigo County Area Planning Department and the Terre Haute City Engineer to proceed with the statement.

The railroad-highway crossing study is being conducted locally as one of 19 Railroad-Highway Crossing Demonstration projects in the nation. The federal funds for the crossing study were made possible in Terre Haute through the efforts of U.S. Senator Birch Bayh (D-Ind.), chairman of the Senate Transportation Appropriations Subcommittee.

During the local study, a major crossing under study has been the Conrail crossing at Third and Tippecanoe streets. A grade separation at this location has been proposed by the project steering committee to alleviate crossing conflicts.

Other railroad-highway crossings are under study, though.

The environmental impact statement information is to be presented to representatives of the Indiana State Highway Commission and FMWA at a meeting Tuesday in Indianapolis.

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Vigo County Public Library



Railroads (T. H.)

Community Affairs File

Ts JAN 4 1981

# Derailment Saturday

A train derailment about 11:30 a.m. Saturday west of Third and Tippecanoe streets resulted in the closing of First Street for several hours while Conrail employees coped with the situation.

Some 10 cars of a 131-car freight train derailed just west of Third and Tippecanoe streets as the train proceeded from the Wabash River bridge to the Third Street crossing.

No injuries were reported, but some property damage resulted to the MAB Paints loading dock and a small building at the rear of the paint company.

An estimated 100 feet of track was torn up, and some damage to others sets of parallel tracks was also re-

Photos on Page C11

ported.

Some eight boxcars, a hopper car loaded with foundry sand, and an empty auto carrier were involved in the derailment. A Conrail worker blamed the accident on the empty auto carrier, which was believed to have been pulled off the tracks by the weight of following cars as the train went through the S-curve as it headed toward the Third Street crossing.

Traffic in the area was blocked while the cars were being removed. Third Street and streets to the east were open for traffic again in a short time.

Community Affairs File

Vigo County Public Library

REFERENCE  
DO NOT CIRCULATE



City applying for funding

*Railroads (TH)*

*Community Affairs File*

**T MAY 18 1979**

# Improved rail crossings sought

By BRYAN TAYLOR  
Tribune Staff Writer

Local motorists could see improvements at some railroad crossings if the city administration receives approval of federal money it is seeking for seven track locations.

The city has applied for federal money to put rubber surfaces at five local crossings, including four along a busy stretch of South Third Street, according to City Engineer Jim Burdick.

Money also is being sought for gates at one railroad intersection and for a flashing light at another site.

The total amount being sought for the rubber crossing projects is \$208,000, Burdick reported. The federal government would pay 95 percent of the work, with the local govern-

ment making up the remaining 5 percent, he explained.

A decision on the requests should be made by mid-summer, but Burdick said he thought the city has a less than 50 percent chance at obtaining the money.

If the money is approved, the State Highway Commission would take over the projects and it could be a year before actual construction would start, the engineer said.

Track crossings for which the rubber surface is being sought are at Third Street just north of Helen Avenue; Seventh Street just north of Helen Avenue; Third Street near Greenwood Street; Third Street just north of Voorhees Street; and Third street near Grant Street.

The rubber crossing provides a smoother ride and it lasts longer than current methods of repair, Burdick said. The rubber crossing may last 15 to 20 years before it needs any repair, he said.

Railroad companies are responsible for crossing repair, but many have avoided the rubber crossings because of the high initial cost, Burdick said. By seeking the federal money for the work, the city can help local motorists, he said.

The money is being sought through a federal railroad demonstration project where funds have been set aside for 18 cities in the nation, including Terre Haute, Burdick said.

Also being sought are safety gates for tracks at the intersection of

Eighth Avenue and 13th Street, Burdick said. The other work is seeking money for a flasher light on Milwaukee Road tracks on 25th Street just north of Fort Harrison Road, the engineer said. Currently only cross buck signs exist at the site.

The items for which the city is seeking the federal money are "separate projects in an overall picture" of reducing railroad crossing problems in the city, Burdick said.

Ways to reduce the crossings which can block motorists include grade separations and rerouting of some trains that now go through the inner city, Burdick said. Where the crossings cannot be reduced, efforts are made to improve the crossing, he added.

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Community Affairs File

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Community Affairs File

Railroads (T. 12)

# Local engineers heeded order to return to cabs

By ROB SHAW  
Staff Writer

T SEP 23 1982

Local locomotive engineers obeyed Wednesday's back-to-work order from Congress, ending a four-day strike that nicked the nation's economy nearly \$1 billion a day.

With the end of the walkout, many Indiana farmers, businesses and industries breathed a huge sigh of relief. Rail traffic was expected to be moving steadily again within the next two days.

The approximately 25 striking members of the Brotherhood of Locomotive Engineers Local 754 were off the picket lines and back on the job this morning, according to various railroad officials.

Engineers walked off the job at 12:01 a.m. Sunday after a breakdown in negotiations with management. Pickets were immediately set up at at least two sites in the Terre Haute area — the Milwaukee Railroad Co. yard at 1450 Hulman St. and the Louisville & Nashville yard at 2301 S. 19th St.

Railroad traffic was expected to be "back to normal" by Friday, according to an L&N official.

"Everyone here at Terre Haute is back to work and it's not quite normal yet, but it will be in a day or so," said Lee Quirk, trainmaster.

At the L&N location, four engineers walked off the job Sunday morning and established picket lines. Nine trainmen and six clerks working for L&N did not report for work, either, Quirk said.

Local railroad traffic had been practically brought to a standstill during the strike, Quirk said, but other "through" trains ran pretty much their normal schedule.

"Local service was impaired considerably — we ran only one (train)," he said. "Normally we run one every other day."

"We ran 'through' trains fairly well normal between Evansville and Chicago," Quirk added. "All trains were manned by supervisory personnel."

A spokesman for the Milwaukee, Pat Whale, declined comment on the company's operations this morning. He said he was prohibited from giving any kind of "press release." The information would have to come from Chicago.

William Bickley, director of corporate relations for the Milwaukee Road, said that all of the engineers who were supposed to report for work today did just that.

"We're in good shape — they're (the operations) pretty much back to normal right now," he said.

Bickley said that only 25 percent of Milwaukee's trains were running during the strike, but he pointed out that that 25 percent handled 75 percent of the company's normal business load.

"Where you're really bogged down is in the industrial switching area," he explained.

Milwaukee officials are currently in the process of processing the financial impact of the strike, Bickley said.

If the strike would have continued for three or four more days, the impact on the nation's rail industry would have been tremendous, Bickley added.

Indiana's farmers would have been hard-hit also by an extended walkout, according to Jack Ragle, president and owner of Graham Grain Co., 200 Voorhees St.

As of Tuesday, grain elevators had plenty of room for the fall harvest of corn, Ragle said. That "cushion space," as Ragle called it, would have been gone within six to eight days, however, and then farmers would begin to wonder what to do with their record-breaking crop.

"What happens there (is) it just backs up at the country level... it stays in the fields," Ragle said.

"It'd be a mess...."

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# City Administration To Get Tough With Railroad Crossings?

MAY 29 1980

City officials want numerous railroad crossings repaired locally and recently Mayor Pete Chalos had an opportunity to point out those crossing to Conrail Railroad representatives.

Tuesday, the mayor and Conrail officials toured three crossing sites in need of repair. The crossings examined were at 10th and Locust streets, 13th Street and Seventh Avenue, and 19th Street and Maple Avenue.

According to Chalos, Conrail wants to acquire a portion of property owned by the city, but the mayor said he will not consider the matter until he is assured by the railroad the crossings will be fixed.

"I want the crossings fixed with either concrete, steel plates or the rubberized rail," Chalos said Wednesday.

The mayor said the city is continuing its endeavor to construct an overpass at the Conrail crossing at Third Street near Tippecanoe Street. Recently, the city submitted a revised overpass design to the Indiana State Highway Commission. The revised plan would have less an impact on the operation of M.A.B. Paints, the mayor said.

Chalos said he has received requests from citizens to study the rerouting of trains around Terre Haute. The mayor said he previously approached state and federal officials on a project to reroute rail traffic, but was told the city could not obtain the needed funds to finance it. Chalos said such a project would costs about \$40 million.

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Community Affairs File



*Railroads (T-H)* Community Affairs File

## Conrail conductor fined for blocking

A Conrail conductor who was arrested after his train blocked a railroad crossing for more than 10 minutes has been fined \$200 plus court costs.

The fine, imposed Tuesday, resulted from negotiations between Conrail and the Vigo County Prosecutor's Office, Conrail attorney Jordon Lewis said Thursday.

Conductor Raymond E. Smock of Speedway was arrested in late June. Terre Haute police said Smock's train blocked the crossing at 25th Street and Florida Avenue for at least 14

minutes.

Indiana law prohibits obstructions for more than 10 minutes, unless the blockage is caused by circumstances beyond the railroad's control.

Conrail claimed the blockage was caused by track repair.

Sgt. L.E. Shope, head of the police department's traffic division, once again warned the railroads that police will continue to enforce the state statute.

"We don't seem to be noticing the problem like we used to," Shope said Thursday.

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Community Affairs File



# More Charges Filed Against Railroad

## Star Staff Report

Conrail is in hot water — or at least lukewarm water — with Vigo County officials. The problem is a familiar one in the Terre Haute area: blocked railroad crossings.

Vigo County Sheriff's Deputy Charles A. Christy arrived at the Conrail crossing of U.S. 150 at the north edge of West Terre Haute at 3:58 p.m. Tuesday. The crossing was blocked by an eastbound Conrail train.

"I sat and waited, and people started blowing their horns as they usually do," Christy reported.

The crossing remained blocked until 4:15 p.m. — 17 minutes later.

The sheriff's department contacted city police, who got the numbers on the engines of the offending train, and Christy turned in a report to the Vigo County prosecutor's office.

Eric M. Abel, the county prose-

cutor, Wednesday filed charges against Conrail for blocking the crossing longer than 10 minutes, a violation of state law.

Abel said Wednesday that about four such complaints, not all against Conrail, had been filed in recent months.

Blocking a railroad crossing is only a "class C infraction," for which the maximum possible penalty is \$500 and no imprisonment.

A check of court records Wednesday revealed that charges also have been filed in the past not only against Conrail but also against the L & N and Milwaukee railroads. Those cases — going back to the start of last year — show the typical penalty the railroads have had to pay was a \$250 fine and costs, for a total of \$313 in each case.

Conrail officials could not be reached for comment.



Community Affairs File

Traffic Problems - T.H.

# Railroad Crossing: Why has nothing been done?

The dangerous Louisville & Nashville Railroad crossing at Poplar Street near South Tenth Street is getting more dangerous each day.

Nothing has been done, even of a temporary nature to make the crossing less dangerous or to help the problem motorists and pedestrians face every day when they try to negotiate this perilous crossing.

One motorist has said, "If they don't do something about it pretty quick, it looks to me like they'll have to close it."

It is difficult to believe that nothing can be done about the crossing until Spring 1981.

We wonder what pressure the city of Terre Haute or the State of Indiana may be able to exert on the railroad to have them to make some temporary repairs until such time that they can do the job right.

In a story published Sunday, November 23, in the Sunday Tribune-Star, Area L & N Railroad Track Supervisor J.A. Lamm stated that the company's decision to stop repair work on city rail crossing sites was "Asphalt! Or rather lack of it. Our main asphalt plants have already shut down production lines due to cold weather."

We do not doubt that cold weather has a bearing on this situation, however, the railroad

TS DEC 20 1980



Photo taken 1 month ago

(See current photos on page A5)

surely has some provision for emergency temporary repairs. Even in cold weather.

We urge action for this situation. Readers are invited to send their views and comments to Editor, Sunday Tribune-Star, 721 Wabash Ave., Terre Haute, Ind. 47808.



Community Affairs 1100

## City Railroad Crossing Improvements Planned

Plans to modernize four Terre Haute railroad crossings have been given state approval, the city announced Tuesday.

The crossings are at 10th and Walnut streets, Fort Harrison Road west of 25th Street, 13th and Deming streets and Lafayette Avenue north of Fort Harrison Road.

Last year the city improved five other crossings, according to City Engineer Louim Glascock.

The Louisville & Nashville and the Milwaukee railroads, which own the crossings, will do the work.

Financing comes mostly from the federal government under a program allotting \$150,000 a year to Terre Haute for railroad crossing improvements. This is the first year the city has gotten state approval of its plans in time to use the full \$150,000 allocation, Glascock said.

(T.H.)

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Community Affairs File



*Railroads (I.N.)*

Community Affairs File  
Community Affairs File

# L&N railroad officials uncertain of cause of Saturday derailment

TS DEC 12 1982

By JAN CHAIT  
Staff Writer

Aw, shucks. The Louisville & Nashville (L&N) Railroad Company had a rather corny problem on its hands — er, tracks — Saturday.

Kernels of wisdom from L&N Assistant Superintendent Louis Love indicated that a Milwaukee Railroad train traveling on the L&N tracks had four cars derail where Margaret and Lockport avenues and 19th Street intersect.

One car had one wheel off the track and two had four wheels off the track. The remaining car had all of its wheels off the track and spilled corn all over the place.

The derailment occurred shortly after 1 p.m. Saturday and Love said

everything was expected to be “totally cleared up” by 11 p.m.

Lockport Avenue was closed for about an hour, according to a Terre Haute Police spokesman. Margaret Avenue remained closed until after the cleanup.

Love said Saturday night that it was unknown why the cars derailed, but said an investigation will be conducted.

“The mechanical department will inspect the equipment; the maintenance department will inspect the tracks and the transportation department will determine how the train was being handled at the time of the derailment,” Love said.

After the three departments conduct separate investigations, he added, they’ll all meet to discuss

what was learned.

The train was in the middle of a “switch move” when the derailment occurred, with a yard engine delivering cars from the Milwaukee yards to the L&N yards, Love said. He added that the cars were moving slowly when the derailment occurred.

The train was being handled by Milwaukee crews on L&N tracks at the time of the derailment.

In explaining what a “switch move” is, Love explained that tracks from one railroad company may run to a grain elevator but won’t extend as far as the final destination point of the grain.

The grain will be loaded into cars from one company and those cars will later be switched over onto another company’s tracks.

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# Readers feel crossings need attention

To the editor:

Today's subject is railroads, crossings and their problems and I wish to go on record at this time that I'm a firm believer that railroads are an integral and necessary part to the economics and protection of our nation.

Some 30 years ago, railroading was a solvent business, when a job was started it was carried out in a correct manner but something happened.

A lot of planning and changes began, some good, some bad, within the railroad systems and also the city itself, regarding underpasses, crossings, etc. But every change in city administrations meant a change in plans. We got one underpass on Fruitridge which was good; another on Fort Harrison, which was very much needed, is also very dangerous in regards to the manner of its construction.

I understand another is contemplated on North Third Street at the railroad crossing, which, under present conditions, would worsen the constriction of traffic, as it, being relieved of the stoppage of trains passing through, travel down to Honey Creek Square, only to be confronted by a bevy of stop and go signals and a junction with I-70, which should have been a cloverleaf style installation but is not.

But, let's go back to crossings such as the one on North 13th Street at Seventh Avenue, which was closed for

some time not long ago for repairs, was repaired and reopened to traffic. A beautiful looking job, but like mascara, lipstick and rouge on the face of a hag, it soon disintegrated.

Years ago, these jobs were done and they stood up for years because the proper material was used. Where has our ingenuity and quality of work vanished to?

Simeon Harris  
1416 N. 23rd St.

To the editor:

It is a shame that a city with the abundance of water and electricity that Terre Haute, has, sits at rail crossings waiting for seemingly endless trains to pass; or slow to a crawl, or tear up your vehicles on unbelievable rough crossings, such as 13th, 25th and Third streets' crossing. It is little wonder that industrialists go elsewhere to set up new factories when they see people sitting at crossings wasting time and fuel.

We need some studies to see how many man hours and how much fuel is wasted every day waiting at train crossings. Not to mention the many car repairs caused by the rough crossings, when you are able to cross, most any one in town.

It seems strange that Evansville can have steel plates at crossings on the same federal highway that passes through Terre Haute. The same thing at Shelburn, but in Terre Haute,

where every main street in town is crossed by one or more train tracks, not one has a smooth permanent steel plate type that can, and will, stand the traffic. Why?

If our leaders can't get overpasses, at least get smooth crossings.

Walter H. Fitzpatrick  
3438 Broadlands Road

To the editor:

Railroad crossing conditions are not satisfactory because of other parallel problems (which) are needful of being alleviated by putting in an elevated (highway), complete with exits, as well as access ramps, over and (following) along the route of Third Street, connecting with Interstate 70, as similar-sized Austin, Texas, did.

Name withheld on request

Today's letters are in response to the Readers' Forum question posed in Monday's TRIBUNE. Each Monday a new question is asked in the Readers' Forum. Replies should be mailed to Readers' Forum, The TRIBUNE, 721 Wabash Ave., Terre Haute, IN 47808. All letters must carry a name, address and phone number of the sender. Names will be withheld on request, but all letters must be signed. Phone numbers will not be printed, but will be used for verification purposes if necessary. Letters should be received by The TRIBUNE no later than 3 p.m. Thursday for Saturday publication. Replies should be limited to 300 words and are subject to editing.



# Some action announced concerning railroads

*Railroads (T.H.)*  
It is indeed encourageing to note the announcement late this week by City Engineer Louis Glascock concerning railroad crossing repairs to be made this year throughout the city.

We feel sure their (the city working with the railroads) list of planned repairs includes some of the crossings our readers are bringing to our attention through filling out the blanks: "Been Railroaded Lately?" Terre Haute citizens are upset and angered concerning these conditions. They have a right to be because these problems did not happen over night.

Tempers flare particularly when a motorist bursts a tire, or has to have a vehicle's front-end alligned, or has to crawl over many of the crossings within the city and area.

Tempers also flare when motorists have to wait, for uncalled for lengths of time at railroad crossings for long, slow-moving or sometimes non-moving trains, making citizens late for work or other appointments.

In our fast-moving society of today, time is precious, and the time-wasted factor becomes extremely annoying, not to mention costly in many instances.

Another factor that is dangerous and disturbing is to have to cope with signals or gates that are not working properly.

Citizens are told not to disobey railroad crossing lights or gates. It is against the law. We are, however, seeing more and more motorists easing through the



## The 'wait' begins

crossing when the lights are flashing or going around the gates when they are down. Many times it is observed that there is no train. This practice is extremely dangerous. It SHOULD NOT be done. The question is, WHY are we noticing more and more of this "jumping the flashers or gates" in the Terre Haute area?

Terre Haute has long been known as 'the place to get railroaded' — particularly in the north and east sides of the city. The railroads and the city administration are beginning to do something about some of these situations. Action is long overdue.

We invite our readers to fill out the 'Been Railroaded Lately' blanks found on Page A5 of this issue.

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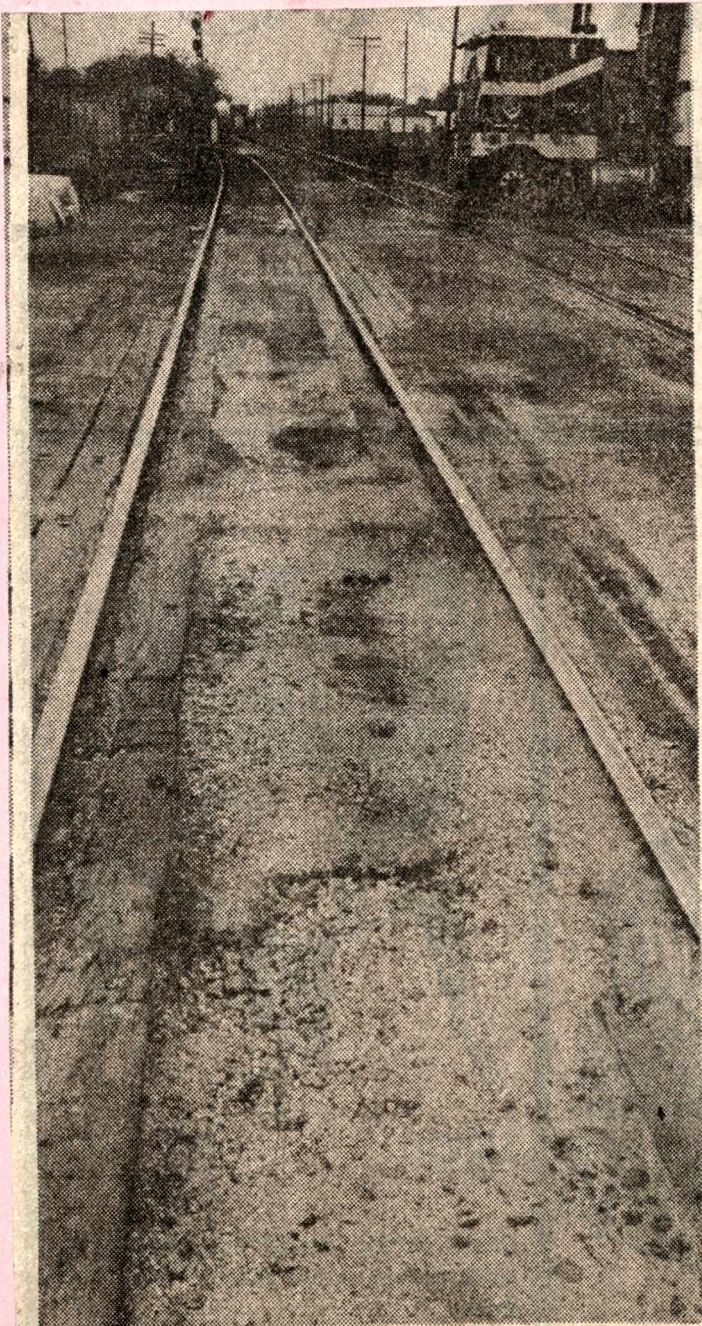
# Busiest Rail Crossing Is

S MAY 18 1978

Railroads (T.H.)

Community Affairs Files

## Hazardous



**CHUCKHOLES AND RAILS**—The 3rd street crossing of Conrail has multiple problems with chuckholes and rails both creating rough problems. Chuckholes are filled with crushed rock which doesn't stay very long, as seen in the foreground and near the center of the tracks. (Star Photo: Kadel)

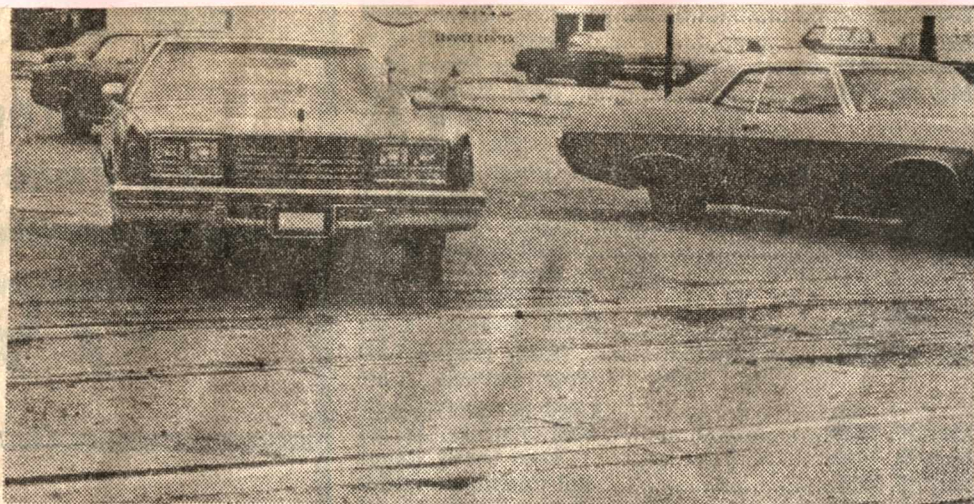
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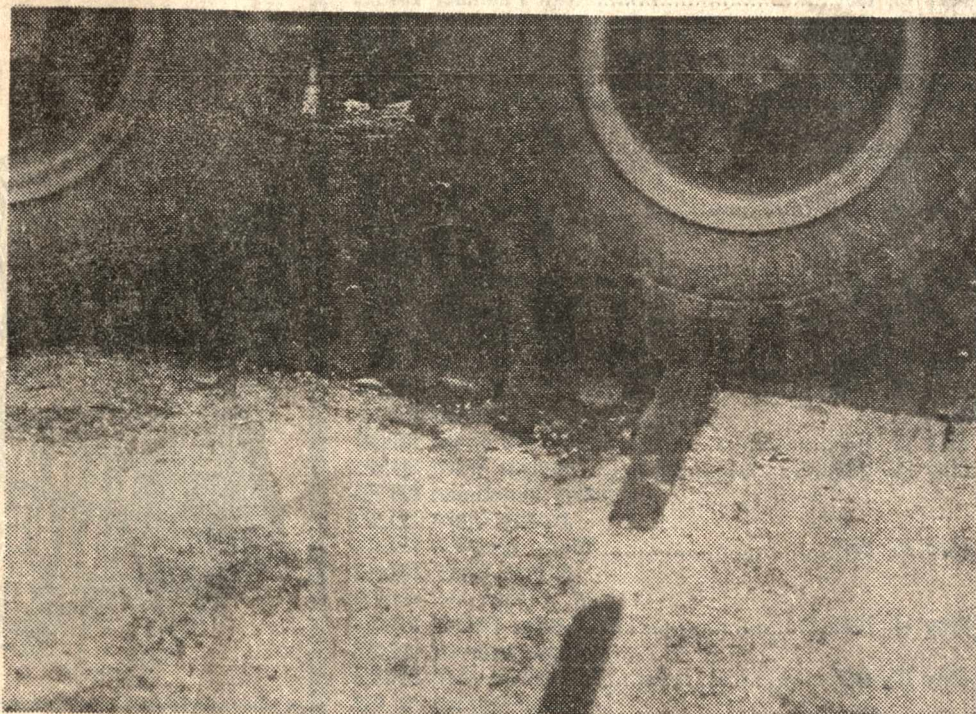
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**GOING TWO WAYS**—Vehicles are shown north-bound on Third street at the Conrail crossing, seemingly going in two different directions. They are trying to avoid the chuckholes and bumps in the crossing, one of the worst and most highly-trafficked in the city. Many cars drive along the walkway designed for pedestrian use, which is less hazardous. (Star Photo: Kadel)



**BIG WHEELS ON RAILS**—Big truck wheels are shown crossing the rails of the Third street crossing of Conrail, indicating one of the causes of the extremely rough condition of the crossing. It also points up the need for heavy construction in crossing repairs. (Star Photo: Kadel)





**EXPOSED AND ROUGH**—A pressure connection is shown on the 3rd street crossing of Conrail, near a hole that will become deeper as cars and trucks pass over it. Heavy traffic on the crossing would require heavier crossing materials, but it is much like low-traffic crossings elsewhere in the city. (Star Photo: Kadel)





**HARD BOUNCE**—An auto's back end bounces high over the 3rd street crossing of Conrail, due to the marked difference in height between the rails and the street. Extreme caution and slow speeds are necessary for all vehicles to prevent damage to suspension systems in crossing the railroad.  
(Star Photo: Kadel)



*Railroads (T.H.)*

# Picket signs scrapped from local Baker Yard

*Community Affairs File*

OCT 2 1978

By CAROL SWEARINGEN  
Tribune Staff Writer

The Louisville & Nashville Railroad returned to normal operation early Saturday morning at the local Baker Yard, 19th and Voorhees streets, as picket signs were withdrawn by the Brotherhood of Railway and Airline Clerks.

Trainmaster Prentice Browning said operations are getting back to normal. "By tomorrow morning everything should be right on schedule," he said.

The L&N office at Louisville said in a statement:

"A heavy volume of traffic is being moved by the L&N as it resumes operation in the wake of the walk-out last week of the Brotherhood of Railway and Airline Clerks.

"Pickets were removed over most of the L&N system late Friday night and early Saturday morning with many employees returning promptly to work Saturday. Baring vacations, illness and normal off days, all employees including the 222 clerks who were laid off are expected back this week.

"Amtrak resumed service on the Chicago and Miami run which the L&N handles from Chicago via Louisville to Mont-

gomery and it's Floridian trains began service Sunday.

"The L&N operation officers report the yards on the railroad's 6500 mile system are still full of cars either for connecting railroads or for railroad trains that has switching runs, but the railroads are making every effort to move them. The service is expected to reach normal in a day or so," the spokesman concluded.

Mike Rogers, director of public relations for the Amax Coal Co., said "we are getting trains in and shipping coal out."

The coal company spokesman noted that coal cars were received on Saturday and Sunday. "We are anticipating getting everything back to normal."

Roger Augustus, Peabody Coal Co. administrative assistant to a vice president, reported the local Universal mine had a train in Saturday and everyone should be back to a normal routine. "I haven't heard of any problems anywhere," he said.

Jack Ragle, president of Graham Grain, said it should take about a week for the L&N Railroad to get back to normal. "There is so much congestion in the yards," he noted.

Ragle said the grain operation is going alright. "We had some empty cars in town when the strike came so after the picket signs came down they were delivered to us and we look to be operating normally today."

Community Affairs File

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*Railroads (74)* Community Affairs File

## Pickets stop local L&N operation

The Louisville & Nashville Railroad local operation continued to be shut down Wednesday for the second day as the nationwide sympathy strike by the Brotherhood of Railway and Airline Clerks (BRAC) continued, with freight and passenger service disrupted in 42 states.

Railway clerks union pickets withdrew from facilities of the Milwaukee Railroad early Wednesday after the union officials were served with a federal court order instructing them to halt the strike, according to an Associated Press story.

Donald Hobert, local representative for BRAC from Chicago to Bedford, said the railroad employees went back to work at 2:30 a.m. "The strike was

officially over and all employees were instructed to report for the morning shift."

Terre Haute Conrail trainmaster Bob Durfey said Conrail is operating. "However, the strike will lead to a backup of traffic at the interchanges. We will advance traffic as far as possible."

Leo Koester, an L&N assistant vice president, told The TRIBUNE Wednesday the L&N is being picketed throughout the railroad system "as far north as Chicago and south to New Orleans."

Koester added, "It has had a definite effect and curtailed our service. We're trying to run as many necessary trains as possible with supervisory personnel."

There are 20 to 25 other railroads being picketed by the union.

SEP 27 1978

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# ~~Strikes (H) & TH)~~ **Railroad pickets remain here despite work order**

Community Affairs File

SEP 29 1978

By **ROB ALLEN**  
Tribune Staff Writer

A Presidential decree ordering striking railroad workers back to work had no effect Friday as Louisville & Nashville pickets remained at local and national sites.

L & N workers walked off the job to support the nationwide strike imposed by the Brotherhood of Railway and Airline Clerks.

President Carter ordered striking railroad workers back to the job Thursday, but Friday morning saw the same pickets at railroad sites.

"The pickets are still here," a local L & N representative said Friday in a telephone interview. "We'll just have to wait and see what happens later today."

U.S. District Judge Aubrey Robinson in Washington scheduled a hearing Friday afternoon to discuss possible action. However, the judge ruled out a temporary restraining order to force railroaders back to work.

"Something had better be done quick," the local L & N man said. "The coal companies are starting to get hurt and the tire companies that need that coal will be hurting soon."

Coal companies are feeling the effects of the railroad walk out and an AMAX Coal Co. spokesman says the strike may result in work force reductions.

"That is still a possibility," Doug Matyka, AMAX media relations director, said. "Our Minnehaha and Chinook

mines have some truck loading, but not all the moving we normally do is being completed. If no relief comes soon, the potential for work force reduction remains."

A Peabody Coal Co. spokesman contacted in Evansville told a similar story. "We are continuing to run at Universal," Roger Augustus, Peabody administrative assistant, said, "but next week, if the strike continues, we may have to take another look at the situation."

Augustus said what coal cannot be loaded in trucks is being stored on the ground at mine sites.

Though L & N workers and other BRAC railroaders are not working, Conrail and Milwaukee Road representatives said operations were "as usual" Friday morning.

Donald Hobert, local representative for BRAC at the Milwaukee, said there had been no change since Thursday. "We're still running as usual," he said.

A Conrail spokesman said, "We're still working smoothly here." Some problems of backlogging may surface at interchange points, however, he added.

Though the strike is slowing coal shipments, no problems are foreseen for Public Service Indiana — the state's largest utility and the one serving the Wabash Valley.

Brad Bishop, a company spokesman, said PSI has a 60-day stockpile and shipments from truck and barge transportation will keep the utility's coal supplies in good shape.

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*Railroads (74)* Community Affairs File

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SEP 27 1978

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# Railroad pickets remain here despite work order

Community Affairs File

SEP 29 1978

By ROB ALLEN  
Tribune Staff Writer

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Railroads (T, H)

Community Affairs File

Heroic action saves two lives

# Louisville & Nashville seeking children who barely escaped onrushing freight

T NOV 19 1982

By PATRICK J. BARNES  
Staff Writer

Officials of the Louisville & Nashville Railroad are searching for the whereabouts of two youngsters who escaped death by inches Wednesday afternoon at a crossing at 10th Street and Third Avenue.

The children, believed to be a girl about 10 to 12 years of age and a baby, were saved from being crushed to death by the heroic efforts of John M. Phillips, a signal foreman for the L&N.

After the two kids were snatched from the tracks just seconds before being run over by a westbound freight train by Phillips, they fled the scene on foot.

Phillips said he "was so shook up from the incident" that he failed to obtain the names of the two youngsters.

"It was the most terrifying thing I have ever experienced in my years on the railroad. I was so shaken, I forgot to ask the kids their

names," Phillips said Thursday while recounting the experience.

Phillips said that he was so shaken that he left the railroad crossing and went home. He was supervising a crew making repairs at the crossing at the time of the incident.

In trying to recount what actually happened, Phillips described the experience:

Three youngsters, two of them riding bicycles, approached the crossing from the east traveling west.

One of the children was carrying a small child under her arm. They stopped at the crossing because of the repair work and began dragging their bikes across the tracks. One child made it across before the train approached, blasting its horn.

Phillips said the girl carrying the baby saw the train and apparently froze. She dropped the bike and the baby on the tracks and just stood there.

Phillips said he screamed repeatedly at the

young girl to no avail.

"When it was apparent she was not going to move or couldn't move, I just reacted and ran toward the kids, scooping them up in my arms. It was so close I could feel the breeze of the locomotive as it passed," Phillips said.

The bicycle was cut in half by the train. A portion was carried about 50 yards from the crossing while the other half was caught under the train and carried about two blocks.

Phillips said the "what-ifs are endless" when he thinks about the incident.

"One of the things which is so clear in my mind is that little baby lying on the tracks and screaming with the train fast approaching. It brings chills to think about it," Phillips said.

Railroad officials spent a major portion of Thursday and again today attempting to find the identity of the children.

Anyone having information about the incident is asked to contact Don Hobgood, trainmaster for the L&N, 232-0481.

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Staff Photo/Bob Poynter

John M. Phillips examines broken bicycle at scene



# Railroad crossing repairs slated

FEB 7 1981

Many of the city's railroad crossings will be repaired and several abandoned lines removed by local railroad companies, city officials announced Friday.

Louis Glascock, city engineer, said the projects will get under way as soon as "time and money" are available to the railroad companies.

He indicated the city administration has been working with representatives of railroad companies to repair the crossings.

Glascock said federal funding applications have already been submitted and he expects the repairing to start soon. He said many of the projects are eligible for 100 percent federal funding.

Most repairs should be finished in 1981, with some in 1982, Glascock reported.

The railroad crossing at Third Street (U.S. 41) at Helen Avenue has reached the attention of the Indiana State Highway Commission, Glascock said, reporting rubberized material is to be used to repair the crossing. He expects the work on Third Street to be completed during 1981.

Two projects involving Louisville & Nashville Railroad are for tracks located at Margaret Avenue and at

Tippecanoe Street.

The Conrail projects include crossings at 25th Street north of Florida Avenue, 19th Street and Maple Avenue, Ash Street, Plum Street, Eighth Avenue, Locust Street, Elm Street, 13th Street north of Liberty Avenue, 14th Street north of Liberty Avenue, 15th and 21st streets north of Liberty Avenue, all spurs on South First Street, and 10th and Chestnut streets (awaiting final federal approval).

Glascock said that approval had been received for crossbucks at the L&N crossing on First Street. Federal funds will be used to offset 90 percent of project costs, he said.

Also, work at 13th Street and Seventh Avenue and at 13th Street and Eighth Avenue should begin shortly. He said new signals and gates will be installed at the crossings.

Many of the abandoned lines belonging to the Milwaukee Railroad will be removed, according to Mayor Pete Chalos, who added that the project also involves Milwaukee tracks on Hulman Street and Washington Avenue and areas southeast of Stran Steel.

Last month, the city announced plans to remove the former Penn Central tracks near the Indiana State University campus from First to Ninth streets.

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Community Affairs File



# Rail Crossings Railroad (TH) Plague Motorists

Motorists appear to be operating at high risk when driving across some railroad tracks in Terre Haute. Several reports have been received of tires, wheels and mufflers have fallen victim to the tracks and it appears the situation may be worsening.

Specifically, motorists have complained about hazardous conditions of railroad tracks and approaches to them at 25th and Locust streets and at the entrance to Deming Park.

Pat Dougherty, city park superintendent, said his department is aware of the "bumpy" condition of L&N tracks at the entrance to Deming Park. He said the driveway at the entrance to the municipal park deteriorated during the winter months, but since then, crews have poured white rock to temporarily fill in the holes.

Dougherty said the city intends to resurface the portion of road approaching the tracks to improve driving conditions. He said the resurfacing project is a part of the citywide road repair plan and would be completed as soon as possible.

Charles L. Bryan Jr., deputy city engineer, said his department will study the reported problems at the Conrail tracks at 25th and Locust streets.

"We'll have to measure to determine the railroad's right-of-way. The track itself is the responsibility of the railroad company, but chuckholes at the approach to the tracks could be our responsibility," said Bryan.

Bryan said a study of the intersection would be conducted and suggested the city street department might be able to solve the problem by patching the chuckholes.

Railroad companies claim they are overwhelmed with the mammoth task of repairing tracks and will maintain them the best they can.

Community Affairs File

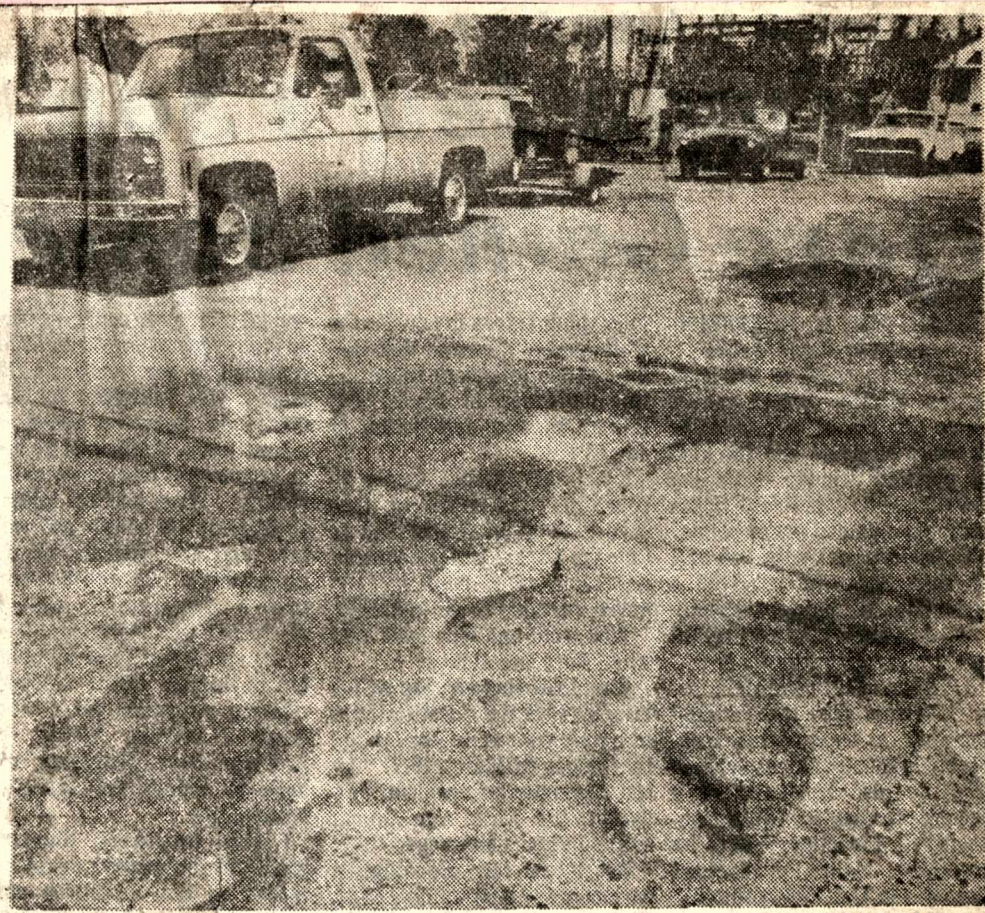
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Looking south from north side of tracks at 25th and Locust Streets

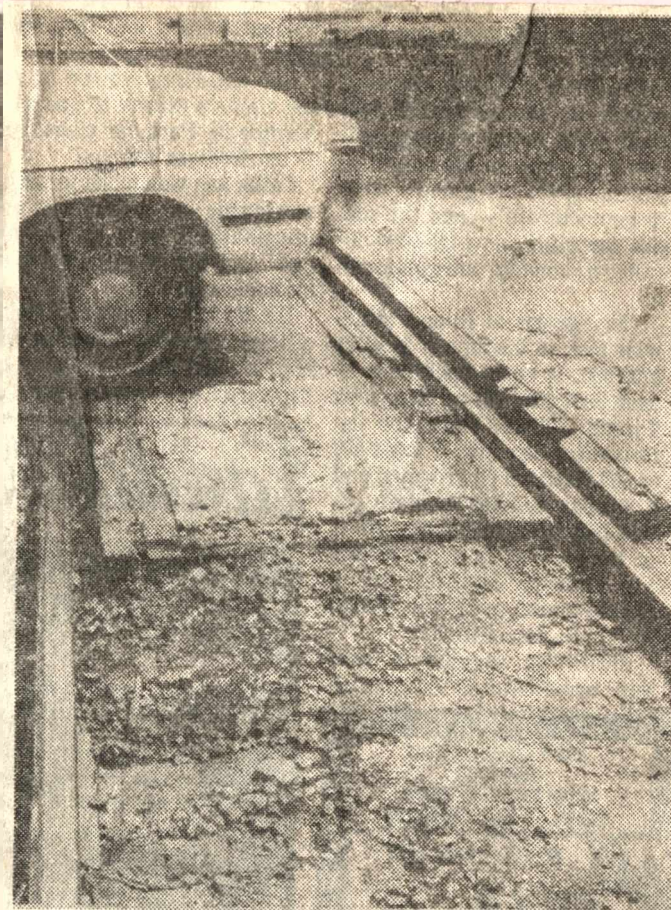


These potholes are on the southside of the crossing on north 25th Street





**Westbound view of crossing on north 25th Street**



**REPAIRS EXPECTED** — Terre Haute Park and Recreation Department officials say some repair work will be done this summer at the entrance of Deming Park, but work on the tracks apparently will have to wait until railroad maintenance crews arrive. The resurfacing of the blacktop at the Park's entrance is part of the city's community street resurfacing program.

(Star Photos: Kadel)



## **Crews working on local crossings**

Crews began working today at the Milwaukee Railroad crossings between 14th and 16th streets on Washington Street,

Delvin Schlomer, roadmaster of the area Milwaukee Railroad lines, said during a press conference at the mayor's office that after completion of the work on the Washington tracks, work will begin on the several sets of tracks on Hulman Street.

At the two sites, all but one set of tracks will be removed and the rest of the area will be paved over.

Schlomer also indicated hopes that the crossing at Lockport Road and Margaret Avenue can be upgraded.

Mayor Pete Chalos, who expressed the city's appreciation for Milwaukee's cooperation, pointed out that the city's fourth rubberized crossing is being completed at this time at the crossing on Indiana 83 just north of Margaret Avenue.

Last month, crews installed rubberized crossings on Seventh Street just north of Helen Avenue and on U.S. 41 just north of Helen Avenue. The other rubberized crossing exists at the intersection of Poplar Street and Fruitridge Avenue.

T NOV 4 1981



Community Affairs File

## Local L&N picket signs down

*Railroads (TH)*

Picket signs were down Wednesday morning at the local Louisville & Nashville Railroad Baker Yard, 19th and Voorhees streets, following a judge's order prohibiting picketing by the Brotherhood of Railway and Airline Clerks.

Officials of the L&N Railroad expected near-normal operations today, according to a spokesman at the Louisville office.

"Picket signs went down at 9:30 p.m. Tuesday," a local spokesman said, who wished to remain unidentified.

About 2,200 L&N clerks in 13 states walked off their jobs at 5:30 a.m. Tuesday in apparent sympathy with fellow union members striking the Norfolk & Western Railway.

At that time, Norman Beasley, an L&N spokesman in Louisville, said the strike was disrupting only freight service. The railroad no longer operates passenger trains.

Later Tuesday, on an L&N petition, U.S. District Judge Thomas A. Ballantine Jr. issued a temporary restraining order prohibiting the picketing throughout the railroad's system, with the exception of five interchange points.

He scheduled a hearing Sept. 27 on the railroad's petition for a preliminary injunction.

The interchange points between the L&N and the N&W are Ludlow, Ky., Danville, Ill., Lafayette, Linden, and Norton, Va.

SEP 20 1978

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## Readers' views, comments

Terre Haute and area (Indiana and Illinois) readers' views and comments, we feel, are important. Letters should be under 300 words. We reserve the right to accept or reject any letter for publication and/or to publish only excerpts of letters after careful consideration, so that more letters may be printed. Letters must be signed and current address listed.

"Names withheld by request" will be considered but must be signed along with writer's address.

Address letters to: Editor, Sunday Tribune-Star, 721 Wabash Avenue, Terre Haute, Indiana 47808.

The Terre Haute Tribune-Star does not necessarily agree with statements made and does not assume responsibility.

Reader response: **TS FEB 8 1981**

"Please list railroad crossing signals or gates that you feel are not working properly."

From our readers:

Haythorne near Gibson Trucking office — Signals are sometimes operating when (railroad) cars are parked near crossing.

Thirteenth street and Eighth avenue.

Margaret Avenue and Lockport Road — signs operating when no train in sight, day and night.

Fruitridge Avenue crossing near Columbia Records.

Ohio Street crossing.

Fifteenth Street at Hulman and Fifteenth Street at Washington Avenue.

Nineteenth Street and Margaret Avenue.

West Terre Haute — crossing at U.S. Highway 150.

February 6, 1981

Editor, Sunday Tribune-Star

This about the trains moving slowly through Terre Haute and the proposed Third Street overpass.

As to the trains moving through Terre Haute this is probably due to lack of coordination of the dispatching of trains across the Haley Crossing near Plum Street. Conrail trains are dispatched out of Indianapolis. L & N trains are dispatched out of Danville and Milwaukee Road trains are dispatched out of Chicago. Good coordination is obviously impossible. Haley Tower (Plum Street) is controlled by the L & N. Since the closing of Preston Tower (at Fort Harrison Road) about three years ago Conrail has not had a towerman in Terre Haute. The closing of Preston Tower was approved by the Federal Railroad Administration (DOT) without a public hearing which was **probably illegal**. Except for southbound L & N trains, trains can be held out of Terre Haute without causing any problem for automobile traffic. The question is: does Conrail and to a lesser extent the L & N have enough manpower (towermen) available to see to it that trains move through Terre Haute at normal speed.

The other question is the proposed Third Street overpass which has been hanging fire for some five years now. I have suggested a four-lane overpass on Third Street and a two lane overpass on First Street bringing Indiana 63 up to Locust Street northbound and up to Eighth Avenue southbound. This would create a low-cost west side leg or a loop around the city. We already have east side and north side legs of such a loop. With a half interchange at Seventh Street, I-70 could easily become the south leg of such a loop. It is understood that Congressional action would be required for the installation of such a low cost half interchange at Seventh Street because of its proximity to the Third Street interchange.

All in all, I think a little common sense and a rather small amount of money could solve Terre Haute's major traffic problems better than the bureaucrats in Indianapolis and Washington are able to come up with all their complicated rules, regulations and laws.

Sincerely,

RAYMOND J. HARROD  
Terre Haute

February 5, 1981

Been 'Railroaded' lately?

Thank goodness someone has finally made it possible to gather comments on such an aggravation. Please accept ours in letter form.

Date, time, etc. On Feb. 3, 1981 at 3:30 p.m. we encountered a train at the Fruitridge crossing west of Shrine Hill. We were only stopped for 5 minutes, however, the bars didn't raise when the train had passed, leaving motorists and school buses still stranded, or forced to snake their way around them.

Then, heading south to the crossing at Columbia Records we waited on a 100-car coal train. Just as it passed, another long, slow-moving train approached from the other direction, holding up traffic for a total of 25 minutes, making us late for a doctor's appointment.

In our opinion there should be a restriction regarding one train immediately after another. It is impossible to leave enough time to reach work or appointment on time in this town, making motorists take dangerous chances trying to beat the train across the tracks.

Thank you for your concern,

JOHN & ALICIA HEMMINGS  
Route 52, Terre Haute

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Community Affairs File



# Rail repairs planned throughout city

T JUL 29 1981

Community Affairs File *Railroads, T. H.*

By **ROB SHAW**  
**Tribune Staff Writer**

Nearly two weeks ago, a new form of railroad crossing — a rubberized type — was introduced to the area, and plans for additional repair work on other crossings in the city are in the making.

The track repair was done at Fruitridge and Poplar streets, and although it costs a considerable amount more than the ordinary timber and asphalt crossing repair work, Milwaukee Railroad Assistant Superintendent Stanley Finley said, "It's the only way to go if you've got the money."

According to City Engineer Louis Glascock, the recent repair on the eastside tracks is only the first step towards modernizing other area crossings.

Glascock stated that three more track crossings are scheduled to be rubberized sometime in the fall, including sites at Seventh and Helen streets, Third and Helen streets and on Prairieton Road near the Western Tar Co.

Besides the three in which plans have been finalized, Glascock added that applications to the state have

been made for other crossings, also.

Even though the cost for the rubberized crossing is greater, its benefits are also greater since it is supposed to have a life span two or three times that of the timber and asphalt crossing, according to Glascock.

Glascock said that while progress has been made on a few track sites, he feels the railroad companies need to move more quickly on repairing other tracks in the city.

"To be quite blunt about it, we haven't had the best cooperation from the railroad companies," he said.

In response to Glascock's allegations, Finley said that getting crossings repaired is a "long, drawn-out thing."

With ever-increasing prices of railroad maintenance, Finley added that the railroad companies, too, "have to watch (their) dollars."

Concerning other repair work on Milwaukee lines on the agenda this summer, Finley said all but one of the crossings at Washington and Hulman streets near Thirteenth Street will be removed soon.

Citing the end of August as a possible time for starting the work,

Finley stated the area left vacant by the removed tracks will be blacktopped.

A Louisville and Nashville Railroad Company official indicated that repair work on the crossing at Margaret Avenue and Lockport Road and on the tracks on Davis Avenue are slated for repair within the next three or four weeks.

These crossings will undergo major changes, according to Roger Cross, who said that the track will be torn out, undercut and then new rails and ties will be installed.

A Conrail spokesman stated the company is currently working on several tracks in the Terre Haute area, including Conrail crossings on Forrest Park, Haythorne, Fruitridge, Ash Street, Beech Street, Eighth Avenue, Eighth Street, Ninth Street, Elm Street, Locust Street, Seventh Street, Sixth Street and 6 $\frac{1}{4}$  Street.

These tracks will be torn up and new rails and ties will be installed.

The Conrail official added that a big project for the company lies ahead, repairing the Conrail crossing on Third Avenue.

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*Railroads (W.V.)*

## Conrail gets razing permit

JUN 5 1984

The city has issued a wrecking permit, allowing demolition of the old Big Four train depot, 700 N. Seventh St., to proceed within the next two weeks.

The nearly 100-year-old depot belongs to Consolidated Rail Corp., which announced two weeks ago it intends to knock down the building to accommodate a straightening of tracks immediately east of the property.

Conrail had a proposed contract to sell the property to Jon Devereaux, 1327 N. Ninth St., who said he wanted to expand a toy manufacturing operation, but Conrail declined to follow through on the sale.

Mayor P. Pete Chalos said the city has done all it can to spare the structure. Chalos intervened in Conrail's decision to demolish the property last year and got Conrail to take sealed bids to sell the property. Devereaux was one bidder.

Community Affairs File

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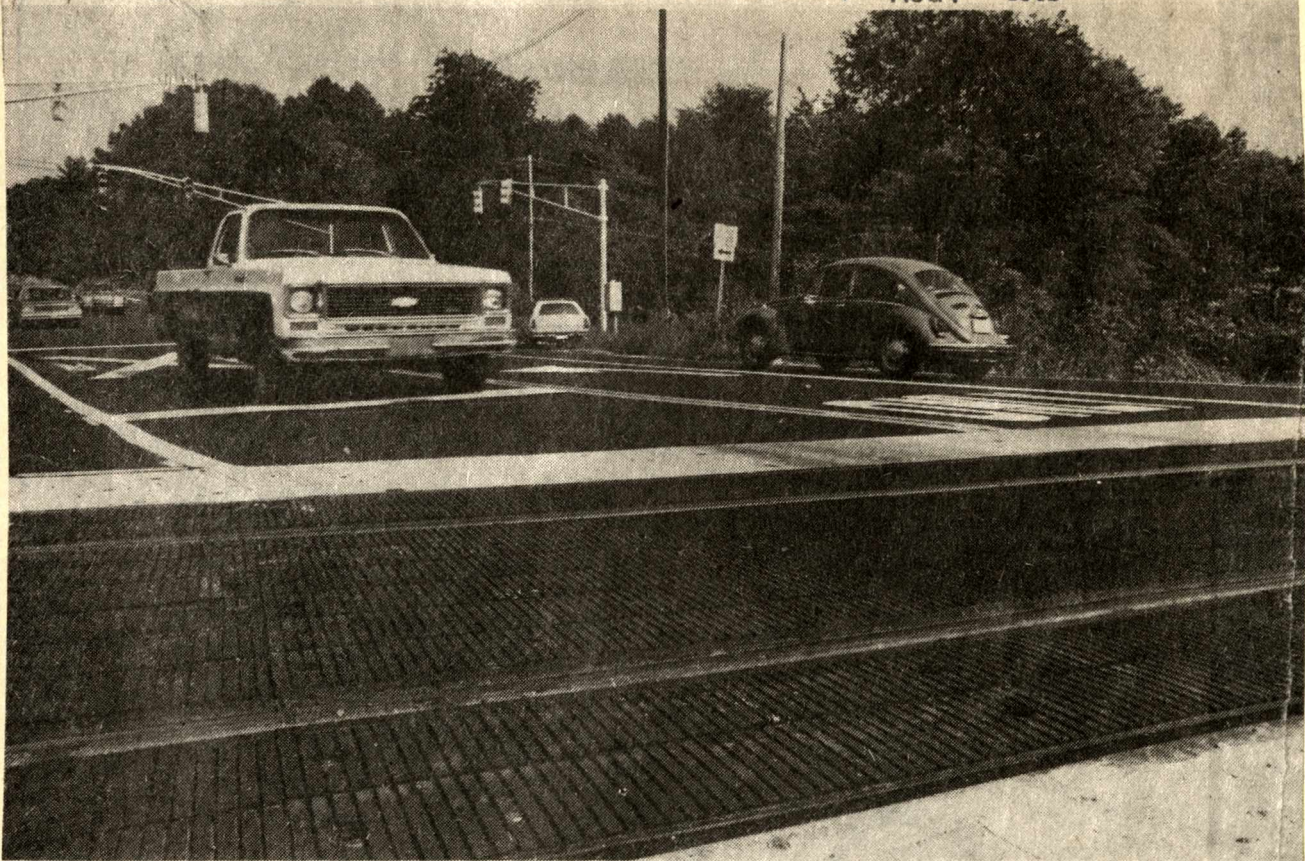
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Railroads (T111)

AUG 7 1981

AUG 7 1981



**NEW CROSSING** — A new type of "rubberized" crossing has been installed at the railroad crossing on Poplar Street near Fruitridge Avenue. The

crossing, the first of its type in the area, is now open.

Staff Photo/Randy Prophet

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Community Affairs File



# Derailment brings traffic to halt

T s MAR 23 1984

A 144-car northbound Seaboard System freight train came to an unscheduled stop Thursday in Terre Haute when the 105th car derailed at the Poplar Street crossing just east of 9½ Street.

The hopper car containing gravel remained upright after leaving the rails. The cause of the mishap remained undetermined.

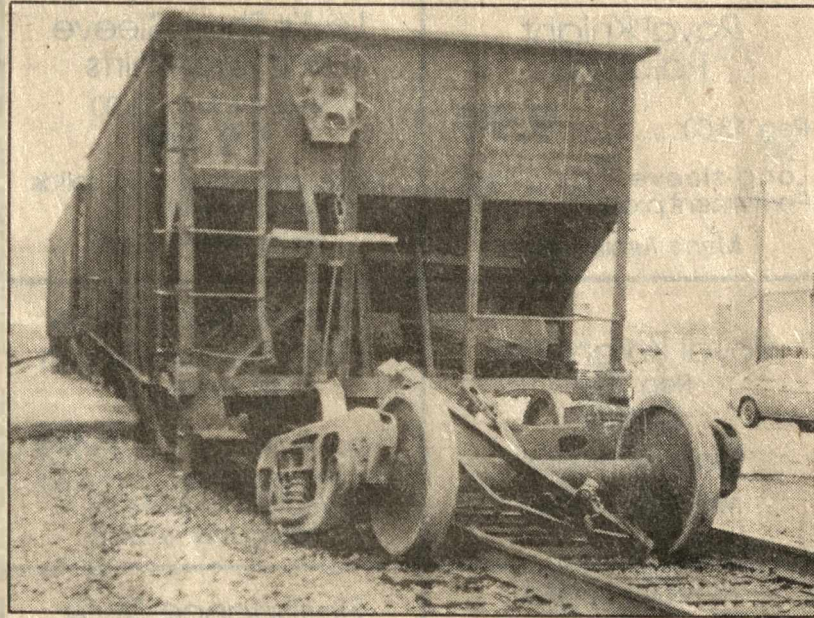
The railbed had minor damage to ties and spikes but remained in usable condition, Trainmaster Delee Moses said.

Street crossings north of the mishap were blocked for 30 minutes after the 9:50 a.m. derailment. The front end of the train went on to Danville, Ill., and its eventual destination, Chicago.

A yard engine took the remaining cars to the Terre Haute yard, Moses said.

The through freight carrying general cargo originated in Evansville and was pulled by five diesel engines, according to Charles Castner, regional manager of corporate communications for Seaboard in Louisville, Ky.

The freight was traveling 35 to 40 mph at the time of the incident, Castner said.



Tribune-Star/John Halleday

**The victim:** Hopper car sits at Poplar Street crossing.

Another freight scheduled to travel south through Terre Haute was delayed in Danville until the derailed hopper car was lifted back

on the tracks and moved to the Terre Haute yard, Castner said. Moses reported the track was clear at 3:45 p.m.

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*Railroads (W.V.)*

Community Affairs File

## Commission will negotiate to buy Prairie Central line

*Marshall Independent*  
By Michael Case  
Staff Writer

*7-26-84*

A five-county commission is being formed to negotiate with Penn Central for purchase of the Prairie Central Railroad line.

At a Paris meeting Tuesday Bob Machtley, director of Crawford County Opportunities, met with business and civic leaders, representatives from the state and department of Commerce and Community Affairs, Rep. Harry "Babe" Woodyard (R-Chrisman) and representatives from Sen. Charles Percy's and Rep. Dan Crane's offices to discuss plans to scrap the line, which runs through Marshall and eastern Clark County.

"This is our last-ditch effort to save this line," Machtley told the group. "We have until Aug. 13 to save it or the railroad will begin removing it."

The group heard that Department of Housing and Urban Development grants might be used to buy the line. They must be matched dollar-for-dollar by private-sector money. The upper limit on such grants is \$50-0,000, which would still leave a shortfall in money needed for the purchase.

The actual dollar figure for the purchase is still unknown, since Penn Central has not yet been approached. There was concern at the meeting that the cost of the

line not exceed the return Penn Central would get for salvage.

Approval of grant money to buy the line is not guaranteed, Chuck Rose of DCCA told the group. He said he thought the project was "probably eligible" but that competition for the money is very strong. Guidelines for grant approval include: 1) the project must create new jobs. 2) private sector funds must match the grant funds. 3) the project must benefit low or moderate-income people.

The commission formed Tuesday will meet next Monday to make plans and approach Penn Central with a request for time to apply for the HUD grant.

Community Affairs File

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1 s AUG 1 1984

Community Affairs File

Railroads (W. V.)

# Railroad-saving prospects dim for five area counties

By Dick Robinson

Tribune-Star Staff Reporter

Prospects of saving a Penn Central Railroad branch line running through five east-central Illinois counties dimmed this week, as a task force studying the issue agreed the task is almost insurmountable.

Bob Machtley, executive director of Crawford County Opportunities Inc., said time is running out to save the Cairo branch from the scrap dealers.

Last week, representatives from Edgar, Clark, Crawford, Lawrence and Wabash counties discussed the

possibility of local governments purchasing the branch and eventually selling it to a private operator to keep it from being scrapped.

The purchase price, estimated between \$2 million and \$3 million would be paid with state grants, federal assistance loans and local participation.

Money problems aren't the big concern facing the save-the-line group, it's the two railroads (Penn Central and Southern), according to Machtley.

Penn Central has cooperated, but it can't wait forever, Machtley said. A contractor is ready to scrap the tracks, and Penn Central has

given the task force until Aug. 13 to make an offer for the line.

Southern Railroad is creating the biggest problem, Machtley said. The task force needs Southern's rate to haul coal to the branch's south terminal. Without Southern's figure, the branch operator cannot set a rate to move coal from the south terminal over the line to the north terminal. Rates are available from the Norfolk Southern and Milwaukee

Road to move coal to the north.

The task force can't establish a financial plan and prove it's viable without Southern's rates, Machtley said.

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Community Affairs File



T s JUL 27 1984

# Woodyard intrigued by plan to purchase railroad branch

Community Affairs File

Railroads (W.V.)

By Dick Robinson  
Tribune-Star Staff Reporter

MARSHALL, Ill. — An Illinois state legislator believes a plan being developed by citizens and officials of five east-central Illinois counties to acquire the Cairo branch of the Penn Central Railroad will be a most difficult undertaking.

Rep. Harry "Babe" Woodyard, R-Chrisman, is intrigued by the proposal which would allow the state to put up a portion of the money for local entities to purchase the branch. The line would be operated by a not-for-profit group until sold to a private owner/operator.

The rail line is seen as an

important link for the economic development of southeastern Illinois, according to Robert Machtley. The branch would provide area shippers with rail access to the major depots in northern and southern Illinois.

Farmers could save as much as 5 cents per bushel on crops shipped directly to Mound City, an Ohio River port. Also, coal could be moved north at competitive prices with a branch to the Milwaukee Line at Paris.

While Woodyard anticipates little trouble getting the state's cooperation, he said it would be difficult to put together a consortium of local governmental units to make the acquisition.

"This is something that's never been done before," Woodyard said, "and the citizens are going to be

dubious of public entities acquiring a railroad."

Machtley, executive director of Crawford County Opportunities Inc., said the purchase price should be less than \$3 million. The state to put up half the money in the form of grants to units of government within Edgar, Clark, Crawford, Wabash and Lawrence counties. The remainder would be raised locally.

A second major element needed would be firm commitments on shipping, Woodyard said. "It sure would not do much good to buy a railroad if no one is going to use it," he said.

Members of the "Save The Branch Line" task force will meet at 10 a.m. Monday in the Marshall City Council office.

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Community Affairs File



# Two arrested in separate incidents involving trains

AUG 9 1984

Railroads (10.1)

Two men were arrested in separate incidents Wednesday involving trains blocking railroad crossings near Fruitridge and Maple avenues.

Milwaukee Road Yardmaster Stanley Finley was arrested at railroad offices at 1450 Hulman St. after one of the railroad's trains was reported to have violated a city ordinance by blocking the crossing for longer than five minutes. That incident occurred at 1:15 p.m.

At midnight Tuesday an auto rammed a Consolidated Rail Corp. train at the same crossing. The man to whom the car was registered was later arrested for public intoxication.

The auto, owned by Frank V. Persnell, 24, 1714 S. 17th St., burst into flames, prompting response from Terre Haute firefighters who

put out the blaze.

Persnell was arrested about 90 minutes later at a nearby park after neighbors reported a man staggering in the area, police said.

Persnell, appearing in City Court Wednesday night, received a suspended 60-day jail sentence from City Judge Pro Tem Dexter Bolin who gave Persnell 180 days probation and ordered him to successfully complete an alcohol-and drug-abuse program.

The totaled 1969 Ford vehicle, which was towed to a local salvage yard, had no license plate.

Train personnel told police that two persons fled from the scene after the auto struck the train.

Police Chief Gerald Loudermilk said he was unaware whether Conrail officials intended to press

charges in the crash.

The trainmaster's arrest is the first evidence of a police crackdown on trains obstructing rail crossings. Terre Haute Police Chief Gerald Loudermilk ordered the crackdown in May following a 24-minute train delay on North Third Street.

A Conrail train had pulled away when police arrived to make an arrest.

Informed that police were attempting to make an arrest Wednesday, Loudermilk said, "Tell 'em I said, 'hooray'."

Finley is to appear in City Court at 8 a.m. today in connection with his arrest for obstructing the Fruitridge-Maple crossing.

Violations carry a \$25 to \$100 fine or a jail term not exceeding 30 days.

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Community Affairs File



Railroads (W.V.)  
Community Affairs File

# Freight train box car derails, blocks traffic for 25 minutes

A Consolidated Rail Corp. freight train made a 50-minute unscheduled stop in West Terre Haute after a draw bar coupling two cars malfunctioned, causing the front wheels of one of the cars to drop off the tracks derailing the car.

The mishap was reported at 11:50 a.m. and the wheels were back on the track at 12:40 p.m.

The train blocked the Indiana 150 crossing in West Terre Haute, forcing motorists to find alternate travel routes. The crossing was opened to traffic minutes after the empty freight car was put back onto the track.

The break occurred near the middle of the 100-car train which was carrying autos, auto parts "and a little bit of everything," head brakeman Randy Soules, Terre Haute, who reported the derailment, said at the scene.

The derailment scene was about a mile east of the Indiana 150 crossing. The train, bound from East St. Louis, Ill., to Indianapolis, was close to clearing the crossing before the derailment occurred.

A member of Conrail security who was at the scene said the train was traveling 20 miles an hour as it approached the Wabash River bridge and Terre Haute city limits.

An engine dispatched from Conrail's eastyard in Terre Haute pulled the detached freight cars off onto a railroad siding west of Indiana 150, Soules said.

The cars were to be reconnected with the lead cars and engine to continue its trip to Indianapolis, Soules added.

The yard engine then was to push the defective freight car about five miles to Conrail eastyard where it would be repaired, Soules said.

Asked what caused the draw bar malfunction, Soules said, "I'm not for sure — I'm not getting into that. It came out and we ran over it."

15 AUG 9 1984

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Community Affairs file



After 18-month wait

Community Affairs File

Railroads (T.H.)

## Third Street, rail, project approved

APR 23 1978

After a year and a half of waiting for state and federal action, a consultant's contract has been approved for the Railroad/Highway Demonstration project at Third Street and Conrail.

Paul Smith of Vigo County Area Planning and Jim Burdick, city engineer, told The Tribune-Star that the approval means the consultant, Hurst-Rosche, many now conduct necessary studies at the site.

Those include an environmental impact study, corridor location and design study report.

Those must be completed before a contract for the actual design of the work can be done. Smith and Burdick said construction is still probably a year or so away, but the consultant's contract approval is a big step in the right direction.

"It gets something going," Burdick said. "With those approvals the state and federal governments are saying go ahead."

The Third Street and Conrail project is just one part of the overall Railroad/Highway Demonstration Project which was awarded to Terre Haute in August, 1976. Terre Haute was one of 19 U.S. cities to be included in the federally-funded project.

Smith said part of that project is investigation of all 130 railroad crossings in the Terre Haute area.

Burdick said preliminary inspections of all crossings have been completed.

But, the big project for now remains at Third Street and Conrail and Smith and Burdick commented on what had to be done over the last 18 months to reach approval for the consultant's contract.

Referring to quarterly reports of activity that were required in the project, the men noted a steering committee made up of railroad, federal highway, state highway, local government and interested citizens was created by Mayor William J. Brighton on Aug. 23, 1976.

Formal application for \$400,000 to conduct the study

was submitted on Sept. 29, 1976, to the Indiana State Highway Commission, Division of State Aid.

That was forwarded to the U.S. Department of Transportation on Jan. 7, 1977, when a total of \$95,000 was authorized to conduct "a feasibility study for railroad relocation, consolidation, grade separation, and other safety improvements by state and local forces."

By the steering committee's request, Vigo County's Area Planning Department and City Engineer Burdick conducted a preliminary survey in February, 1977, of railroad routes and vehicular traffic to determine problem localities and to propose corrective action.

That study considered several alternatives, and found that "action should be taken to eliminate the hazardous conflict at U.S. 41 and Tippecanoe Street (Third Street and Conrail) intersection."

A public meeting was conducted April 29, 1977 to seek public input into the project. It was concluded at that meeting that the Third Street and Conrail intersection was the

highest priority. A grade separation at that sight was proposed.

Between Oct. 1, 1977 and Dec. 31, 1977, Burdick and Area Planning staff and the consulting engineer met several times to reach an agreement for a contract to perform the necessary studies.

Also correspondence with Conrail officials indicated the railroad intends to stay at the present location.

Meanwhile, research and data collection on other railroad crossings were pursued and plans were made to establish other priorities within the scope of the demonstration project.

Then on March 29, 1978, the Terre Haute Board of Works and Safety executed the consultant's contract. That was forwarded to the State Highway Commission's Division of State Aid, which forwarded it to the Federal Highway Administration.

Finally, some 10 days ago, the final go ahead from the federal highway agency was received.

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Community Affairs File



\$2 million designated for T.H.

*Railroads (T.H.)*

Ts JUN 25 1978

## Funds will aid crossing project

WASHINGTON (Special) — Specifics of the \$8.5 billion transportation budget approved by the U.S. Senate were announced during the weekend. Included in the nearly \$45 million in federal funds for Indiana is \$2 million for continuation of Terre Haute's rail-highway crossing project.

The budget was approved by the Senate Friday for the Transportation Department and related agencies.

The bill passed 55-15 and was sent to a conference committee with the House to iron out differences.

Paul Smith of the Vigo County Area Planning Department welcomed the report, saying it brings a step nearer the actual development of grade separation improvement of the Conrail crossing of U.S. 41. He noted that the \$2 million is in addition to money approved earlier, "... and should assure completion of the project." The funds may be used for studies currently underway and for later expenses in obtaining right-of-way as well as for construction itself, he pointed out.

Specifics of the budget were outlined Saturday by Sen. Birch Bayh (D-Ind.), chairman of the Transportation Appropriations Subcommittee.

He said approval will greatly improve transportation in Indiana.

The Terre Haute rail-highway crossing project first received

funds in 1976 as a pilot program. Various government agencies have been involved in the planning process as examinations of needs are made for grade separation in the city.

In addition to the money for the Terre Haute project, other major items for the Hoosier stated include:

- \$34.5 million for continued work on the Cline Ave. urban density extension from East Chicago to Hammond.

- \$2 million for airport development in Clark County.

- \$750,000 for major runway repairs at the Richmond Municipal Airport.

- \$1 million for the Warsaw Municipal Airport, to improve runway and for other projects.

- \$1 million for construction of a national automotive test center at Purdue University.

- \$4 million for Lafayette's rail-highway crossing project.

- \$4.1 million for improvements at the Gary airport.

- \$100,000 to fund the South Bend rail master plan.

The full measure, \$281 million under the House figure and \$703 million under the administration request, would provide \$600 million for upgrading the northeast rail system, \$660 million for the Amtrak passenger rail service and \$2 million for equipping new government cars with air bags.

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Vigo County Public Library Community Affairs File



## County passes order for trains

*+ Railroads To H*  
The Vigo County Commissioners have passed an ordinance which requires railroads operating in Vigo County having more than two tracks across any public highway or road, or one track for switching purposes, to have a flagman between 6 a.m. and 8 a.m. each day.

The exception is for those crossings with railroad warning lights or gates. The flagman at the crossing is to be maintained at railroad expense.

Failure of a railroad to comply with the ordinance calls for a fine of not less than \$100 nor more than \$1,000 paid to the county.

The ordinance was approved Jan. 24 by Commissioners Frank Kaperak and Terry Brentlinger. Their authority to pass such a measure a state law that has been in effect for some time, Brentlinger said.

Enforcement will be up to the sheriff's department or city police, the commissioner said.

**T** JAN 30 1978

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*Railroads (M.V.)* Community Affairs File

## Broken air-brake line stops train on city's northside

DEC 21 1984

A Consolidated Rail Corp. freight train air brake line parted about 4 p.m. Thursday, forcing the train to come to an emergency stop. It blocked Fourth through 13th streets for an unspecified length of time.

A Conrail spokesman who identified himself as trainmaster, but would not give his name, said the blockage was the result of "an emergency application of the brakes" in which "an air hose parted."

Any disruption of a train's air-pressure system causes all brakes

to lock and brings the train to an emergency stop.

The trainmaster said he made no record of how long the train was stopped and declined to make a guess.

"I'm not allowed to be quoted in the paper," he said.

No complaint was filed in response to the blockage, a City Police spokesperson said.

A city ordinance prohibits trains from blocking crossings for longer than five minutes under penalty of a \$100 fine.

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Vigo County Public Library

## Seaboard trail derails near Riley, spilling coal

By Joe Baker  
Tribune-Star Staff Reporter

At least 13 train cars carrying coal derailed at about 7:30 p.m. Monday north of Riley, marking the third derailment in this area in 14 months involving Seaboard System trains.

The accident occurred on a Seaboard branch line, north of an Indiana highways 46 and 159 railroad crossing near Riley.

No injuries were reported.

The train was making a coal run from Chinook mine near the Vigo-Clay county line to the Merom Power Station in Sullivan County when the derailment occurred.

The 100-car train appeared to have begun toppling off the tracks just after crossing a creek bed 100 yards north of an access road

leading to a Riley American Legion Post. The crossing at the access road apparently was the only one that stood to interrupt vehicle traffic.

The toppling followed a bend in tracks the train was negotiating after it crossed the creek bed.

"We won't start investigating until daylight" to determine a cause, Seaboard assistant trainmaster De Lee Moses said at the scene.

Moses said the priority will be to get the branch line open to train traffic. About 100 yards of track was torn up by the derailment.

A train wrecker would be dispatched today to begin carting off the felled train cars, Moses said.

Moses said he had no idea how far back from the front of the train that the derailment occurred.



# Seaboard train goes off track

By Joe Baker

Tribune-Star Staff Reporter

SHELburn — A Seaboard Systems freight train traveling 40- to 45-miles an hour through here decoupled, forcing the train to automatically brake and cause 19 cars, including three empty chemical tankers, to derail.

Four trainmen aboard the south-bound Chicago-to-Evansville train — all from Evansville — were unhurt, but track siding was torn up, four poles supporting signal lines were felled and debris from the cars' undercarriages was left strewn along the tracks.

A pin inserted in a draw bar, coupling two freight cars that were

about 35 cars from the train's engine, either broke or was inserted improperly — precipitating the accident, Harry Perkins, conductor of the ill-fated train, said.

A brake line severed when the cars decoupled, sending the train into emergency for automatically engaging brakes.

The draw bar lay at the main intersection of Shelburn on Mill Street following the accident, but the derailment occurred 150 yards from there.

Larry Alumbaugh, 103 N. Thomas St., who said he saw the events leading up to the derailment, said freight cars upset by the decoupling wobbled along the track when brakes engaged.

Two cars were forced off on either side of the track before a

pileup of some 10 cars occurred. One of three empty, derailed, chemical tankers was left atop other derailed cars.

All the derailed cars appeared empty except two cars carrying 10 new pickup trucks and vans apiece. The cargo in one was demolished, while cargo in the other was salvagable.

Perkins said a wrecker would be dispatched from Evansville to cart off the demolished freight cars. Perkins was conductor in the rear of the Seaboard train which rammed another Seaboard train in September 1983, killing two trainmen.

"This only happens about every 20 to 30 years," Perkins, a railroad veteran of 29 years, said about Friday's noontime accident.

Community Affairs File

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Waterway ties broken

## Scrapping of rail line hurts, proponent says

SEP 8 1984

Railroads (U.V.)

Community Affairs File

The decision to scrap a rail line from Paris, Ill., to Mount Carmel severs the east-central Illinois link to waterways leading to international markets, a proponent seeking to keep the line operating said Friday.

Penn Central is following up on intentions to sell the line for scrap after joint government-business attempts failed to generate more business for keeping the line open.

Efforts centered on generating more business for the line or forming a consortium for purchasing it, Robert Machtley, Robinson, who headed a task-force to spare the line, said.

"We were unable to get workable rates from Norfolk Southern to talk with coal buyers and we were unable to raise funds to purchase

the line," Machtley said earlier this week.

The 88-mile run from Paris to Mount Carmel, called the Cairo Branch, hooked with tracks bound for Mound City near the Ohio River, where barges could ship commodities to the Gulf coast and into international markets, Machtley said.

The Cairo Branch was the only link to the Ohio River for the five counties wanting to keep the line: Crawford, Lawrence, Clark, Wabash and Edgar.

Machtley, who also is president of the Illinois Railroad Users Association, said local farmers could save an estimated 5 cents a bushel shipping their grain by rail instead of truck.

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*Railroads (T. H.)*

# RR Crossing repairs may have to wait

TS NOV 23 1980  
 By NELSON L. KINNETT  
 Tribune-Star Staff Writer

Local motorists traveling over the Louisville & Nashville Railroad crossing located on Poplar Street near 10th Street had best get used to the rough and bumpy conditions for the remainder of the winter season, because repair work is being discontinued, according to railroad officials.

Area L&N Railroad Track Supervisor J.A. Lamm explained the company's decision to stop repair work on city rail crossing sites. "Asphalt! Or rather the lack of it," he stated. "Our main asphalt plants have already shut down production lines due to the cold weather: I believe only the Wabash Valley Asphalt plant is still operating. But it's only supplying road patch for repairs out on U.S. 41 south."

LAMM STATED repair work to faulty or hazardous rail crossings depended largely on the current weather conditions. According to asphalt patch requirements, asphaltting should occur when the outside temperature is above 40 degrees and rising.

"Since the beginning of November, weather conditions have been such that track repairs couldn't be made effectively and insure that it would hold up very long."

The situation at the Poplar-10th St. crossing is serious, says Lamm. "There are holes on both the east and west sides of the crossing, but there is another track crossing within the city that is worse off."

Lamm pointed out the tracks located near Lockport Avenue on Margaret Avenue.

"AFTER RESEARCHING the traffic survey for that stretch of road — which was traveled more so than Poplar Street — and looking at the track conditions, we decided to repair that crossing first," he concluded.

According to L&N statistics, road crews have either completed or are in the process of repairing seven railroad crossings within the city limits. Those completed include Plum Street, 13th Street (2), Eighth, Sixth and Third avenues. Tracks currently being repaired are located on Locust and Elm streets, approximately a block apart.

"We'll be lucky if we get the Lockport crossing completed before temperatures really drop off," Lamm

said. "We usually halt all repair work before Thanksgiving. At this rate we'll be pushing it."

THE PROJECTED COST behind "rebuilding" a railroad crossing was estimated near \$30,000, according to Roger Cross, a local track supervisor. He stated asphalt alone "costs in the neighborhood of \$20,000. Add the cost of railroad ties and other materials and the end figure comes close to \$30,000."

Cross added that L&N pays for the entire project. There are no city, state or federal funds set aside for repairs. "It's our property and our responsibility. We take care of the crossings we own," Cross said.

As far as the Poplar Street-10th Street tracks are concerned, "motorists will have to ride it out until next Spring when repair crews start in again," Lamm said.

ACCORDING TO a street-traffic survey of Poplar Street, taken by the City Engineer's department, "riding it out could be hazardous to your automobile," said a department spokesman. Statistics say approximately 7,500 motorists pass across those particular tracks each day of the year. Each time wearing off pieces of asphalt and wood from the crossing. With winter coming on, damage to roads usually increases, according to the spokesman.

Directly affected by the damaged tracks are automobiles.

According to a small survey of city service stations and tire outlet stores, the majority blame bad streets and roads for the increasing number of car repairs. Most of the repairs were for wheel alignment and balancing and flat tires.

However, according to one local mechanic, certain precautions can be met by which to cut down on expensive repairs.

THE AVERAGE COST of wheel alignment and balancing is \$19 to \$22. The cost of an average radial tire is between \$60 and \$100, depending on the size of tire.

To cut down on extra costs the motorist should make periodic checks for improper alignment and get the problem corrected as soon as possible. Also, it is recommended to keep all tires inflated to the proper air capacity. The auto may ride slightly rough, but it will help keep the front-end properly aligned.



# Crushed rock placed at Poplar RR Crossing

TS JAN 4 1981

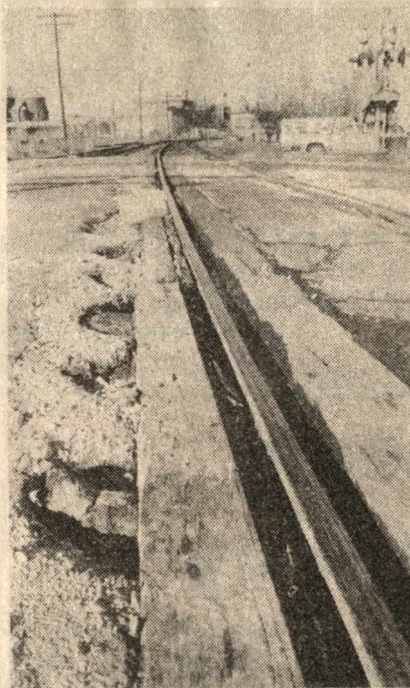
Some progress concerning the dangerous Louisville & Nashville Railroad crossing on Poplar street near Tenth has apparently been made, although it is yet to be determined who performed the deed.

White crushed rock has been dumped into some of the cavernous holes that have plagued motorists for months. This seems to have done some good although much of the rock seems to be working its way out of the holes.

Some motorists however have felt that at least something is beginning to be done about this situation.

As has been pointed out in previous editorials, we can see no reason why some temporary work is not being done to make this crossing less hazardous.

In fact, one citizen called our attention to the fact that Indiana statute says, "Each railroad company whose road or tracks lie in any public street, road or alley in any city, town, or county shall properly grade, plank, gravel or asphalt the road and tracks in accordance with the grade and surfacing material of the public street, road or alley in such a manner as to afford security for life and property of persons and vehicles using the public streets, roads or alleys. "If a railroad company fails to comply with the provisions of section 1 (this section) of this act, the city, town, or county in which the public street, road or alley is located may, after thirty (30) days written notice to the superintendent or regional engineer of railroad company, do the work and either (1) recover



the amount of the cost thereof from the railroad company by suit filed in any court of competent jurisdiction, in which case the city, town or county may collect reasonable attorney fees, or (2) certify the amount owed to the county auditor who shall prepare a special tax duplicate to be collected and settled for by the county treasurer in the same manner and at the same time as property taxes are collected: Provided, That before the municipal corporation city, town or county shall undertake to do the work themselves they shall notify an agent of the railroad as to the time and place. (Acts 1969, ch.174, p.448.)"

The citizen's question is: "Why doesn't the city take action if the railroad company won't repair?"

Community Affairs File

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Vigo County Public Library



Railroads (T.H.)

Community Affairs File

JAN 4 1931

# Fill appears at RR crossings

A possible act of anonymous beneficence has occurred for motorists whose paths include two local railroad crossings.

"Somebody" has filled "some" of the holes and crevices at the Louisville & Nashville (L&N) Railroad crossings at Poplar and 10th streets and at Walnut and 10th with white crushed rock.

The city street department said they could not take credit for the effort toward temporary improvement and J.A. Lamm, L&N Division Engineer, Evansville, said he would like to take credit but was not certain that L&N is responsible. Lamm said the railroad repair crews usually use asphalt, rather than rock.

However, L&N Roadmaster Roger Cross, Vincennes, may have authorized the rock fill at the crossing, according to Lamm. Attempts to contact Cross and city engineer Louis Glascock as two possibilities for the good samaritan credit were unsuccessful.

An earlier report in the Sunday Tribune-Star on Nov. 23 indicated that L&N repair work was being discontinued for the remainder of the winter season, primarily due to a lack of asphalt availability. According to the report Lamm said that asphalt from the only plant still operating at

that time was earmarked for road patch repairs on U.S. 41 south.

During a Saturday telephone interview, Lamm cited a second reason for not scheduling crossing repairs during this time. He said he was "hesitant" because crews could begin repair work, severe winter storms could set in and then the work could be interrupted for "possibly two months" and citizens would be "upset" by the inconvenience of incomplete repairs.

Referring to crossing repairs made this year, Lamm said local city officials have been cooperative and that he is continuing to work with city engineer Louis Glascock to solve problems created by L&N crossings.

Explaining that federal aid urban funds will become available this year through new programs for railroad improvements, Lamm said, "I hope that by next fall we'll have just about every crossing rebuilt in the town that needs it... depending on finances." The financial qualifier would apply if "the bottom falls out of the economy," he said.

Whether or not federal funds are available, he continued, five or six more crossings will be repaired this year. But again, he stressed the national economy factor.

Vigo County Public Library

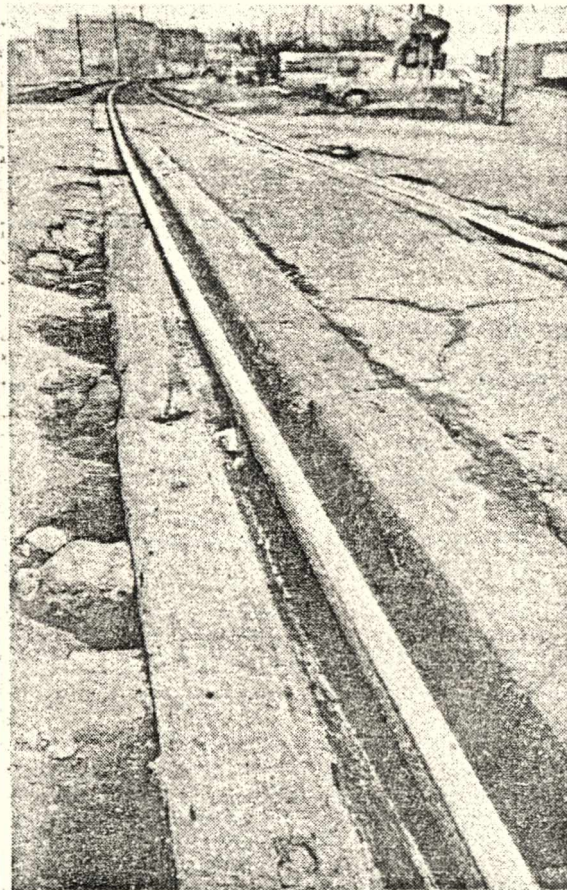
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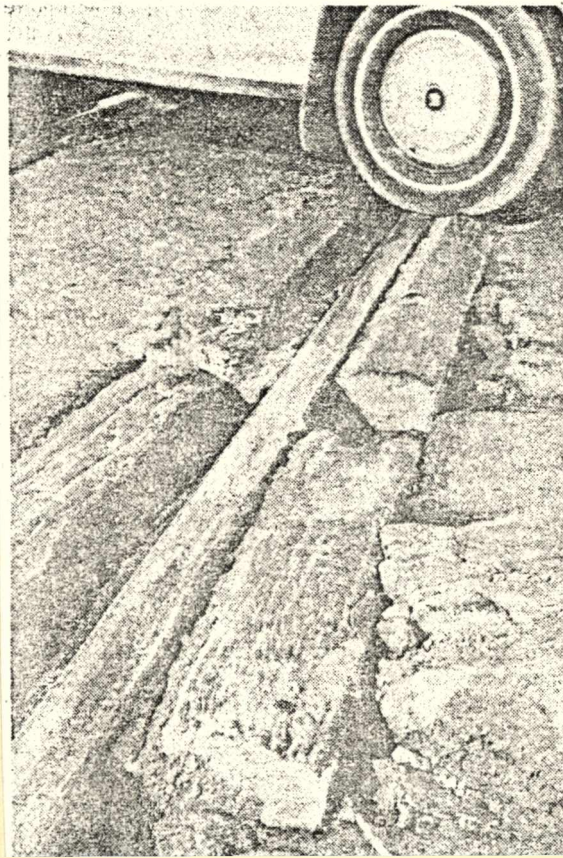


Trickie Krollman  
Community Affairs File  
**L & N Railroad crossing**  
*Railroads*  
**(Poplar Street near Tenth Street)**  
DEC 20 1980

See Photo on Page A1  
and Our Opinion on page A4



**Present condition**





Conrail Says Tracks Under Repair

Railroads (T.H.)

Community Affairs

# Conductor Arrested For Blocking Traffic

MAY 2 '7 1982  
Star Staff Report

A Conrail conductor was arrested Wednesday when his train allegedly blocked a Terre Haute traffic crossing for 20 minutes.

But later in the day the railroad claimed the blockage was unavoidable because of track repairs.

According to Terre Haute Police Department traffic Sgt. L.E. Shope, the train stopped at the 25th Street and Florida Avenue crossing at 8:50 a.m. It failed to move until shortly after 9:14 a.m., he said, when police notified Conrail's Indianapolis office that they were issuing a citation to the conductor, Raymond E. Smock, of Speedway, Ind.

Traffic was backed up three to four blocks on the north side of the tracks, said Officer Gary Brandenburg, who was on the scene. Brandenburg said he couldn't see traffic on the south side of the tracks.

Shope said Indiana statute prohibits trains from obstructing traffic for over 10 minutes, unless the ob-

struction is caused by circumstances beyond the railroad's control. Usually railroads claim an emergency in such instances, Shope said. But when police contacted Conrail Wednesday morning, he said, company officials offered no explanation.

But Wednesday afternoon Karen Hardacker, a Conrail spokesperson in Philadelphia, Pa., said the blockage was caused by track repairs.

"Ordinarily Conrail tries to move its trains through Terre Haute as quickly as possible to avoid blocking crossings but in this instance Conrail found (the blockage) unavoidable," she said.

Smock, who wasn't detained by police, is scheduled to appear in city court on June 2. The offense carries a maximum penalty of \$500, according to Jim Walker, deputy prosecutor.

Shope said trains often block crossings, but arrests are infrequent. One obstacle to arrests is that police must witness the entire incident, he said.

But last winter Shope said he met

with the three railroads which travel through Terre Haute and warned that police would start making arrests. The railroads — the Milwaukee Road, the Louisville & Nashville Railroad Co. and Conrail — were cooperative,

According to Walker, a change in state statutes made in September, 1981, makes it easier for the city to clamp down on train blockages. The new law has a lower standard of proof than the old one, he said.

During the Wednesday incident, Shope also said, Conrail violated another state statute that requires a five-minute interval between trains travelling through crossings or enough of a time lapse for waiting traffic to pass. Smock's train entered the crossing on the heels of another train, without allowing time for the barriers to be raised, Shope charged.

But Shope said Conrail wasn't cited for that alleged offense.

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# Railroad crossing safety is serious problem

TS FEB 24 1985

By Patrick J. Barnes  
Tribune-Star Staff Reporter

Trying to beat a train to a crossing not only can be hazardous to your health, it can be fatal.

This year two people have been killed at two separate railroad-crossing accidents in Terre Haute, one a passenger, the other a driver. Both vehicles, police said, tried unsuccessfully to make it across the tracks before the train.

A veteran Terre Haute police officer, who asked not to be identified, said Saturday night that nearly every vehicle-train accident he has investigated "could be

attributed to driver error."

The police officer said that Terre Haute has been plagued with malfunctioning railroad signal lights for years. Because of the repeated malfunctions, the officer said drivers simply ignore the flashers and drive around the barricades.

One such incident occurred Saturday afternoon as the flashing lights and barricades of the Conrail tracks on North Seventh Street malfunctioned. As a result, motorists drove around the barricades.

The problem was corrected by train officials within an hour.

Last week Mayor P. Pete Chalos, a host of railroad officials, and

state and federal officials staged a news conference to promote rail safety in Terre Haute.

During the briefing Chalos said that safety at railroad crossings in Terre Haute "is a serious problem."

Joseph R. Beckman, assistant vice president of corporate communications for Seaboard System Railroad, said that rail officials "are going to begin to work more closely than in the past to resolve the problems of false indications at rail crossings."

Chalos said representatives of three railroad firms whose tracks run through Terre Haute have assured him an all-out effort is going to be made to correct the malfunctioning lights and bar-

ricades.

Police Chief Gerald Loudermilk said that statistics compiled by the police department show that 40 complaints have been made in the past 60 days concerning malfunctioning flasher lights.

Chalos said that Terre Haute has an abundance of crossings and "that alone promotes impatient motorists." The mayor said that drivers have a right to know that a train is coming when they approach a crossing where lights are flashing and barricades are down.

When the malfunctions are corrected Chalos said police will arrest drivers who ignore the flashers or barricades.

Community Affairs File

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# Trains important to city's growth

By Dorothy J. Clark

## Historically speaking

JUL 24 1983

Community Affairs File

Last week's column began the history of the Cincinnati & Terre Haute Railway which surveyed and started construction in 1871.

March 9, 1872, the city passed an ordinance setting out the point of entrance and the route through the city. July 22, the first rails were laid on First Street.

According to the Saturday Evening Mail, "The rails of the C. & T.H. R.R. were laid on First street to Main last evening and will be spiked to their position today. The west end people were out in force last evening along the line, contemplating the work with pleasurable emotions."

In later days these people were also out in force, but their warm welcome had burned out and only cinders remained. Within a week the rails at the other end of the line were finished, and the first train passed over it on Aug. 5. This was the beginning of Clay City, for the line was reported to be built as far as the crossing of the wagon road from Bowling Green to Middlebury, 26 miles from Terre Haute.

Aug. 22, Charles R. Peddle for the city, Joseph W. Nesbitt for the company, and John C. Lewis, acting as referee, passed over the lines inspecting it to Middlebury. They pronounced it completed according to contract with the city and advised the delivery of the \$100,000 in city bonds.

Apparently everybody was happy over the affair, but the honeymoon was short-lived for the company failed to restore the street to a proper condition and the council proceedings for several years were filled with complaints of angry residents and orders to the town marshal, the city attorney and others failed to relieve the situation.

After all other means failed, on a warm Saturday afternoon there was a riot mob tearing up the rails and dragging them up over the curb. Carefully planned, the sheriff was not to be found and the court was not in session, but the following week service was restored.

A movement was started to extend the road to Worthington to bring about competition with the fast decaying canal, but it seemed

foolish in view of the financial condition of the railroad. It went into receivership and was sold.

The purchasers were Josephus Collett, W. R. McKeen and William B. Tuell who seemed to have incorporated the Terre Haute & Southern Eastern Railroad and extended it to Worthington where it was connected with the Indianapolis & Vincennes on Nov. 21, 1879. The line in Terre Haute was extended to reach the tracks of the Vandalia Line and the I. & St. L. and proved a valuable feeder to those roads though the McKeen interest was in providing business for the Vandalia.

The passenger station was a small brick building on the west side of First north of Wabash, and a team track seemed to care for what local freight was handled though there may have been a freight house.

Because the former railroad owners were constantly in hot water with the people who lived along First street, the new company proceeded to acquire right of way from the abutting owners and for many years secured deeds for a portion of the lots in front of which the track ran. One of these was with the daughter of Dr. E. V. Ball whose early residence was at the southwest corner of First and Cherry streets.

She was paid \$1,500 on Dec. 1, 1884, and signed another release on the following March 7. This covered the lot on which the house stood and 15 feet off the north side of Lot 231 adjoining.

The T.H. & S.E. Company remained in existence as the property was leased to the Milwaukee Road for 99 years.

When the Terre Haute & Richmond Railroad was first in operation two engines at each end of the line handled all construction and for some time all the traffic. Before the line was completed, passengers were carried in box cars with seats along each side. At the ends of the finished road, they were transferred past the gap in stage coaches. Even before the through traffic began there were a few loads of local

freight handled, mainly "stone coal" from Clay County, four loads of which arrived in January, 1852.

The first station was located some 400 feet north of the National Road. A year later, after the coming of the Terre Haute & Alton and the Evansville & Crawfordsville, a new station almost reaching the highway was constructed. The building was 400 feet long with two stories on the south end. The upper floor was occupied by the offices of the first road.

In 1861 the passenger trains used the old brick boarding houses at Tenth and Chestnut streets as the railroad station. The Alton Road trains started there and ran across the Union Depot grounds to Spruce Street, curved westward across Eighth Street about the middle of the block and connecting with the Alton Road at Seventh and Tippecanoe streets.

The Indianapolis trains entered this station by a long curve beginning at 13th Street and after the Vandalia Road was in service a like curve swept across the Union Depot grounds to Eighth and westward.

The increased equipment of the Vandalia as well as that of the older road required more shop facilities and more room for the cars and locomotives. A coach house was built on the line at 12th Street where passenger cars were built and repaired. The shops were extended, many new tracks were laid, and the Vandalia Shops, as they were generally known, came into existence.

The Logansport, Crawfordsville & Southwestern Railroad went into receivership very early and became the Terre Haute & Logansport division which became the Terre Haute & Peoria after some time as the Illinois Midland, and the new roundhouse was completed. Here the engines were housed while being overhauled, cleaned and minor repairs done.

Years passed, and finally the railroad with its affiliates went into the hands of a receiver and became part of the Pennsylvania system, which in turn was swallowed up by Conrail.

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# Loudermilk vows stop of train crossing delays

T • MAY 27 1984

By Joe Baker  
Tribune-Star Staff Reporter

Terre Haute Police Chief Gerald Loudermilk has ordered a crackdown on trains running through town that cause more than a five-minute delay at crossings.

Loudermilk was responding to the latest complaint, fueled by a press inquiry, in ordering police to arrest train personnel responsible for piling up traffic as long as a mile on North Third Street.

One complainant, Charles L. Hoffman, 1314 S. Seventh St., said he summoned Loudermilk at home Wednesday night asking him, "Where do I sign?" to file a complaint against Conrail.

Conrail owned a train which Hoffman said blocked the North Third Street crossing for 24 minutes after he began his wait.

The blockage was reported to have tied up traffic at seven crossings between Locust and First streets.

Conrail Trainmaster Daniel Barkuem Friday declined comment

on the crackdown, but blamed six weeks of track repair, that was to end Friday, for the most recent series of traffic delays on North Third Street.

He added that mechanical problems have resulted in other traffic delays.

Asked why those mechanical problems cannot be corrected out of town, Barkuem cited brake malfunctions which force a train to lock up. He said such a malfunction would require an on-site repair.

"A train comes 8,000 miles just to break down in Terre Haute?" an incredulous Loudermilk remarked.

Loudermilk said he ordered a patrol car dispatched in response to Hoffman's complaint, but the train already had pulled away when police arrived.

"If (police) do happen to get the yardmaster, they say he's not responsible — it's the conductor. Well, if you arrest the conductor, it's the engineer and if you arrest the engineer, it's either the trainmaster, the yardmaster or the conductor or

the engineer.

"They're just passing the buck," Loudermilk complained. He vowed to arrest anyone of those persons and let the courts decide who is responsible.

Violations of the five-minute rule, a city ordinance states, carry a \$25 to \$100 fine or a jail term not exceeding 30 days.

Other problem areas are on the north-south Seaboard line along Margaret Avenue at 19th and 17th streets, Loudermilk said.

"It's an inconvenience we try out best to eliminate, but a lot of times it's unavoidable," Seaboard Trainmaster Delee Moses said, adding that switching of train cars at the southside Baker Yard account for most of the delays at those crossings.

Moses added that since becoming trainmaster in November no law authority has inquired about traffic-tieup problems.

"I'd be glad to meet with them to show what we're up against," Moses said.

DO NOT  
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Community Affairs File



# City vehicles part of train problem, mayor learns

T. FEB 22 1985

Community Affairs File

*Railroads (W.V.)*

*Roads, Streets, Highways (U.C.)*

By Patrick J. Barnes

Tribune-Star Staff Reporter

While city and railroad officials were promoting rail-crossing safety by taking members of the press on a train ride through Terre Haute on Thursday, two emergency vehicles ran railroad flasher signals at 13th Street and Eighth Avenue.

While Mayor P. Pete Chalos, who was perched in the train engine, looked on in amazement, a fire department vehicle and an unmarked police cruiser sped across the tracks while the signal lights were operating.

Neither of the two city vehicles was on an emergency run when they ignored the flashing lights.

Prior to the train ride through the city, Chalos and a number of train officials and representatives from state and federal agencies briefed press members on "Operation Lifesaver," a program designed to cut down, and hopefully eliminate, fatal accidents at railroad crossings. The program includes educating the public about the seriousness of running signal warning lights.

Chalos said railroad officials have agreed to correct problems with malfunctioning signals at rail crossings, a problem that has

plagued motorists.

Chalos said the malfunctioning lights often result in motorists running the signal lights or driving around barricades.

Once the problem is corrected, Chalos said he will direct members of the police department to begin making arrests of persons who run railroad flasher warning lights.

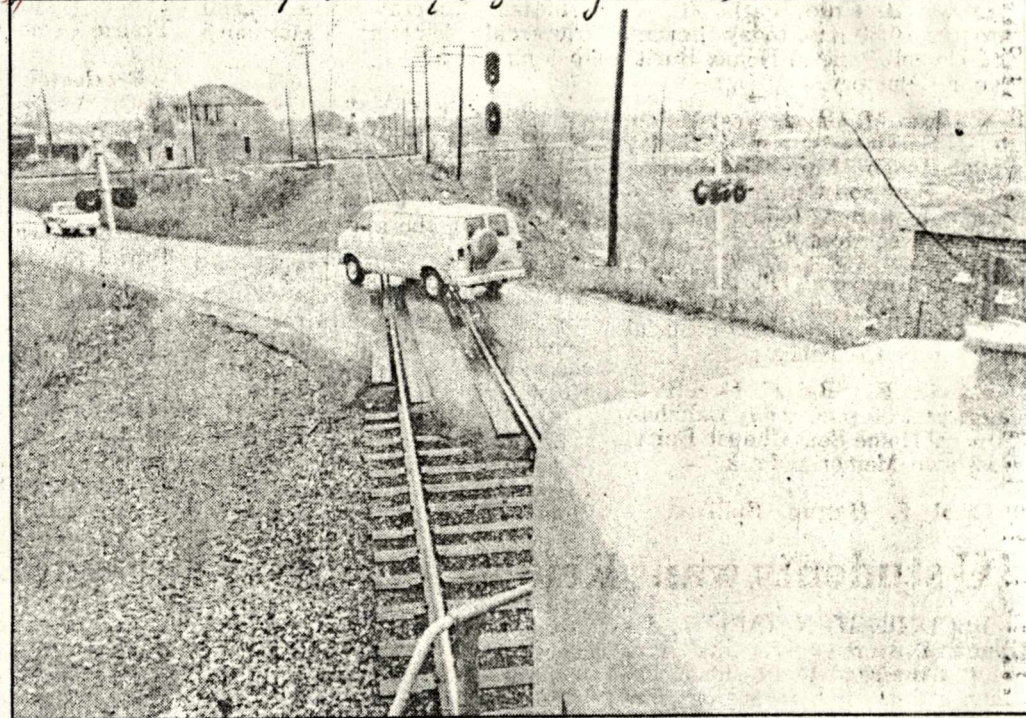
Tom Patton, an official with the Federal Railroad Administration, said, "People in Terre Haute are not complying with the law at crossings."

Joseph R. Beckman, assistant vice president of corporate communications for Seaboard System Railroad, said rail companies "intend to work more closely with city officials to resolve problems at crossings."

Larry Richardson, a railroad union official and a former engineer, said, "People continue to totally ignore warnings at rail crossing."

Richardson told of an accident in Chicago. A train he was operating struck a school bus that had ignored signal lights. Two children were killed and 17 others were injured.

"It's a terrible experience. As an engineer, you can't swerve a train to avoid an accident. You can't slow down in time. You can't even get stopped," Richardson said.



Tribune-Star/Bob Poynter

**Danger:** Motorist ignores signals as train approaches crossing.

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# Indiana Rail Road thriving

## Flexibility and innovation get operation back on track

By Anne Kibbler  
Sunday Herald Times

In early 1986, the railroad that wends its way over 117 miles of central and southern Indiana from Indianapolis to Sullivan was little more than an unprofitable sideline for the giant Illinois Central-Gulf Railroad.

Today the revamped line is a thriving thoroughfare that has exceeded even the expectations of its current owners, a small Indianapolis business by the name of The Indiana Rail Road Co.

The railroad passes through Linton, Switz City, Bloomfield and Bloomington on its way to delivering coal from southwest Indiana to the Indianapolis Power and

**"I've always felt that if you could run a railroad like a business and not like a traditional railroad you could do OK."**

Thomas G. Hoback, president,  
Indiana Rail Road

Light power plant on the south side of Indianapolis.

It also serves the Thomson-RCA television plant and Rogers Group Inc. construction company in Bloomington, and has a flourishing business in shipping, storing and redistributing lumber.

In its first year of business, the railroad company shipped 14,000 carloads of merchandise, 2,000 more than ICG had shipped

in each of the four previous years.

This year, the company hopes to ship 22,000 to 23,000 carloads, and the load is expected to keep on growing, said company president Thomas G. Hoback.

"The list of new businesses has grown dramatically in the last year," Hoback said. "We feel we're going to be able to continue to build our traffic base in the next two to three years. Realistically, we could get to about 30,000 carloads in the next two years."

The business began with 17 employees and has now expanded to 38 full-time workers.

The sale of the Indiana line by Illinois Central-Gulf came amid a sweeping trend in the railroad industry in which many larger railroad companies consolidated their rail holdings by selling their secondary lines and concentrating on major routes.

Ever since the growth of the interstate highway system in the 1950s, rail companies had been competing against the trucking industry. Restricted by shipping rates and routes approved decades earlier by the Interstate Commerce Commission, the railroads "didn't have the ability to respond to changes in the market," said Hoback.

The trucking industry's share of the market grew from 10 percent to 22.5 percent between 1940 and 1980, with the result that many of the larger railroad companies found themselves in financial difficulties.

In 1980, in response to these difficulties, Congress passed the Staggers Act, which largely deregulated railroad rates and gave railroad companies more leeway in determining their own rates.

Many of the larger companies, IC-G among them, also took the opportunity to divest and sell off their secondary lines.

Which is where Hoback came in.

Hoback, a railway veteran whose 20 years in the business included a stint at IC-G, was interested in buying a small railroad and was attracted by the Indiana line.

"Because of the central location of Indianapolis we felt there was an opportunity to bring commodities in by rail, warehouse them and ship them by truck," Hoback said.

Hoback's philosophy was to run the company like a regular business.

"I've always felt that if you could run a railroad like a business and not like a traditional railroad you could do OK," he said.

George Smerk, professor of transportation at the Indiana University School of Business, said many of the regional railroads that sprang up after 1980 ran into financial problems. "But INRD seems to have been pretty carefully managed," he said. "There are signs that it will probably be successful."

Smerk said INRD's biggest problems have been maintenance and upgrading of the track, and developing new customers.

INRD has made a considerable financial investment in the upgrading of its lines over the last two years.

"From our start up two years ago until the end of the summer, we'll have spent about \$3 million on the railroad," Hoback said. "That will have bought us more than 20,000 ties, more than 10 miles of newer, heavier rail, and several hundred carloads of ballast. We've also acquired a fairly large range of track maintenance equipment."

With regard to business, once INRD had ensured the continuation of service to its existing customers, "Our second priority was to try to develop new business on line," Hoback said. "That was basically

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done by knocking on doors. Slowly but surely we were able to get a lot of interest in shipping by rail."

Hoback then wanted to try and "develop a new customer base for people who weren't visibly served by our railroad."

"We felt it would make sense to import lumber and food, load from the rail to trucks for distribution in central Indiana," he said.

INRD now has its own trucking service to distribute lumber stored in its yards in Indianapolis.

"It (the trucking service) gives us more control and more flexibility," Hoback said. "There is a strong demand as business continues to grow."

INRD also stores fertilizer for Arcadian Corp. and is establishing storage system for salt and sugar.

With regard to the future, INRD intends to increase its storage and redistribution capacity, and hopes to sign a contract with the IU physical plant to transport coal to the plant.

"We have had some conversations with the university and they are very anxious to have us handle the coal there," said Hoback.

Gary Kent, director of the IU physical plant, said, "Provided that the economic terms can be worked out with the Indiana Rail Road Company, and they can provide what we need, we're very interested in the possibility."

"It would reduce the number of trucks that come down a major pedestrian thoroughfare, both from an aesthetic and a safety standpoint."

However, INRD must first negotiate trackage rights with Conrail, which owns the connecting track between the mines, located in Greene and Sullivan counties, and the INRD track.

## *Include with* Indiana Rail Road story featured in magazine

**By Teri Klassen**  
Sunday Herald-Times

The story of the Indiana Rail Road, which hauls coal from Sullivan and Greene counties to Indianapolis, is the cover article in the June issue of *Trains* magazine.

Consisting of six pages with 10 pictures, the article tells how the 2-year-old company that now owns 117 miles of old Illinois Central-Gulf track is operating in the black while many lines around the country have

been abandoned.

The article is entitled, "High times on the Hi-Dry. The Indiana Rail Road: plain but profitable."

"Stretching across seven counties of rolling, often rugged southern Indiana, the line was a scenic but tough piece of railroad whose ridge-running style earned it the nickname 'Hi-Dry,'" say authors Gary W. and Stephen F. Dolzall.

Its main sources of coal are the Minneha-

ha Mine near Dugger, in Sullivan County, and the Black Beauty Coal Co., near Switz City, in Greene County. The line also serves Rogers Group Inc. construction company and Thomson-RCA on Bloomington's west side.

The authors say the line crosses 140 bridges, culverts and trestles, including the Wabash River bridge at the Illinois/Indiana border, and the White River bridge west of Bloomfield. East of Bloomfield, INRD trains cross the 157-foot high, 2,295-foot long Tulip

trestle over Richland Creek. East of Bloomington, "trains are challenged by a 500-foot-long tunnel, the 750-foot-high Shuffle Creek viaduct, curves of up to 6 degrees, and grades of 1 percent."

The article gives the history of the line, which dates from the 1870s and early 1900s, and of its new owner. It notes that Indiana Rail Road engines are being painted white, red and light gray, similar to the old Monon passenger train engines, in honor of Indiana University.



*Railroads (TH)* 1 OCT 3 1970

# City letter requests hearing on railroad line abandonment

By BRYAN TAYLOR  
Tribune Staff Writer

A letter requesting a public hearing in Terre Haute on the Milwaukee Railroad's proposed abandonment of a line north of the city has been sent to the Interstate Commerce Commission and the Indiana Public Service Commission, according to a spokesman in the city attorney's office.

The letter pointed out the abandonment would divert a minimum of four

trains daily from Milwaukee's tracks to Conrail tracks that "bisect the central city."

Milwaukee already is moving its regular freight runs on the Conrail tracks under a temporary authority granted by the Interstate Commerce Commission.

Total abandonment of the line between a power plant north of Terre Haute and Chicago Heights, Ill., has yet to come, but Milwaukee spokesmen have indicated the railroad plans to apply for total abandonment and continue using parallel Conrail tracks.

"Due to constant disruption of the traffic flow within the City of Terre Haute, the City of Terre Haute is strongly opposed to the Milwaukee's proposal," said Smock's letter.

The letter pointed out the city is participating in design of an overpass on U.S. Highway 41 that would cross the Conrail tracks. If the Milwaukee abandonment is approved "there will be an additional need for the same type of overpass in at least two other locations," the letter said.

"Thus, it would appear that congestion and traffic flow problems would even further increase within the City of Terre Haute if Milwaukee's proposal is approved," the letter continued.

The public hearing was requested at the earliest convenience so the proposed abandonment and the train diversion over Conrail tracks "could be brought out at a public forum."

Milwaukee spokesmen told The TRIBUNE last week that only about four trains a day would be added to the Conrail tracks by Milwaukee. That number could change as business changes, he added. Conrail runs about 25 trains of its own in a 24-hour period on the involved tracks, according to a Conrail spokesman in Indianapolis.

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# Milwaukee railroad files bankruptcy

Community Affairs File

T DEC 20 1977

By CAROLYN TOOPS  
Tribune Staff Writer

"It will be business as usual until we get more details," said Fred Priester, assistant superintendent of the Terre Haute division of the Chicago, Milwaukee, St. Paul and Pacific Railroad Co., which has filed for reorganization under the Federal Bankruptcy Act.

The 400 to 500 local employees have been told to report for work as usual, Priester said Tuesday morning, adding that the company will meet its payroll obligations.

Milwaukee Road officials and directors were to meet in Chicago Tuesday morning to work out details of their plan to file for financial reorganization under Section 77 of the Federal Bankruptcy Act.

This section permits the separation of the railroad from other holdings and gives the opportunity to reorganize it under court-appointed trustees.

The company issued a statement Monday on the action of the board of directors to file a voluntary petition for reorganization in U.S. District Court in Chicago.

The 10,000-mile carrier, which serves 16 states, and is the nation's fifth largest, connects Chicago with major cities in the upper midwest and the Pacific northwest, as well as with Kansas City, Omaha and Louisville. Its main cargo is grain and other farm products.

The firm's parent company, Chicago Milwaukee Corp., and its non-rail sub-

sidiaries are not involved in the move.

The company's action was voted by the board of directors because "present operating results and financial projections indicate that the railroad will not be able to continue to meet all of its obligations as they become due in the next few months," the statement said.

Ordinary operations of the Milwaukee Road will be continued under the supervision of one or more court-appointed trustees. The trustees would run the line until it is reorganized and put back on its feet.

The line said it expects to continue normal operations without interruption, including freight shipments as well as passenger and commuter services provided under contract to Amtrak and the Regional Transportation Authority in northeastern Illinois.

Bad weather has seriously disrupted the railroad's operations, reducing its anticipated cash flow, William J. Quinn, chairman of the board and chief executive officer, said.

Although there has been a cutback in personnel, Quinn said, there is little potential for further cost-cutting without seriously hampering services on the line. Some 900 track workers across the country and 143 shop workers in Milwaukee were laid off this fall. The line now has 11,400 employees.

The line received \$9.3 million in August under the Railroad Revitalization and Regulatory Reform Act and has applied for some \$19 million more.

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TS MAR 2 1980 *Railroad 17.74*  
**Local office of  
Milwaukee Road  
reported closed**

The sales department of the Milwaukee Road railroad freight operation, long located in the Rea Building, Eighth Street and Wabash Avenue, closed at midnight Friday, according to reports Saturday.

Fred Priester, who retired from the railroad's sales department in 1979, verified the closing and stated that a local freight agent will be located in an office at 1450 Hulman St., and may be reached by calling 232-3382.

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# Terre Haute known as railroad hub

The open house at the Vigo County Historical Museum today, designated "Train Sunday," warrants consideration of Terre Haute's early railroad depots.

The museum's exhibits justifiably focus on Union Depot, located at Ninth and Spruce streets between 1893 and 1960, the crown jewel of the city's railroad terminals.

However, during the many years Terre Haute was a rail hub, it boasted at least eight other passenger or freight depots.

The first Terre Haute depot was built by Chauncey Rose and the Terre Haute & Richmond Railroad on the north side of Wabash Avenue at 10th Street, east of the railroad tracks. It was prepared to serve patrons by early December 1851. The first train transporting passengers to Indianapolis departed on Feb. 14, 1852. Nine years later it became strictly a freight depot.

The city's second depot, built by William D. Griswold's Evansville & Crawfordsville Railroad, was on the south side of Wabash Avenue, east of the tracks, in 1854. The Evansville & Crawfordsville Railroad made its first junket to the city on Dec. 24.

The Terre Haute & Alton Railroad built the first railroad bridge over the Wabash River in 1855 and was permitted to use the Terre Haute & Richmond depot as a freight depot. When the Terre Haute & Alton was ready to expand service to St. Louis the next year, it hired Griswold, a Terre Haute lawyer, as president to guide the transition.

The railroad's name was changed to Terre Haute, Alton and St. Louis Railroad and, subsequently, St. Louis, Alton & Terre Haute Railroad.

Displeased with the quality of

the accommodations at its first depot, the Terre Haute & Richmond acquired William P. Bennett's Station House Hotel at the northwest corner of 10th and Chestnut streets in 1861, converting it into a new Union Station.

The Evansville & Crawfordsville - renamed the Evansville & Terre



HISTORICAL  
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MIKE  
McCORMICK

Haute Railroad in 1867 - shared use of the depot and, for several years, the facility was used by the Terre Haute, Alton & St. Louis Union Station was an apt name.

The Evansville & Terre Haute Railroad continued to use its original depot south of Wabash Avenue as a

freight terminal.

In 1867, William Riley McKeen succeeded to the presidency of the Terre Haute & Indianapolis Railroad, bringing with him a vision of the city's rail future. The relationship between Rose, Griswold, McKeen, Josephus Collett and William B. Tuell - Terre Haute's leading rail barons - was close. Each assisted the others.

Competition surfaced in 1868 when The Bellefontaine ("Bee Line") Railway founded the Indianapolis & St. Louis Railway, building tracks from Terre Haute to Indianapolis nearly parallel to McKeen's railroad.

The Pennsylvania Railroad, which used the Terre Haute & Indianapolis tracks, sought assistance. For a price, McKeen agreed to help The Pennsylvania build and operate the new St. Louis, Vandalia & Terre Haute Railroad from Terre Haute to St. Louis.

The Indianapolis & St. Louis Railway eventually entered into an agreement to use the St. Louis, Alton & Terre Haute tracks west of Terre Haute. In the 1870s, it built a passenger depot on the north side of Sixth and Tippecanoe streets and an elaborate freight depot two blocks west.

Ultimately, the Indianapolis & St. Louis and its affiliates were absorbed by the Cleveland, Cincinnati, Chicago & St. Louis Railroad, known as "The Big Four."

In 1872, Collett's Evansville, Terre Haute & Chicago Railroad was completed to Terre Haute, connecting the city with Danville, Ill., and Union Station at 10th and Chestnut became its passenger depot. The ETH&C also laid tracks south of the city to serve the coal mines in southern Vigo and Sullivan counties.

Illinois Midland Railroad, a merger of railroads (including the Paris & Terre Haute Railroad) owned by Terre Haute resident Robert G. Hervey, also used Union Station. It emerged from receivership in 1886 as The Terre Haute & Peoria Railroad.

In 1877, the Evansville & Terre Haute was acquired by Chicago & Eastern Illinois Railroad, one of six operating companies to use that name. Three years later Evansville, Terre Haute & Chicago was leased by CE&I and also became a part of its system.

Tuell, Collett and McKeen bought the floundering Terre Haute & Cincinnati Railroad from a receiver in 1877, changing its name to Terre Haute & Southeastern Railroad. Tuell eventually bought out Collett and McKeen and added rail service to Worthington. A facility at 10 N. First St. was its passenger depot.

As the Terre Haute & Indianapolis Railroad's Vandalia Line

system expanded by acquisition of the Terre Haute & Logansport Railroad, Terre Haute & Peoria Railroad and the Indiana & Lake Michigan Railroad under McKeen's guidance, Union Station at 10th and Chestnut was enlarged.

Long criticized as not being aesthetically representative of the community's rank as a rail hub or as headquarters of the mighty Vandalia Line, its location two blocks south of the east-west tracks also was inconvenient, requiring trains to backup to enter or leave.

In early 1891, McKeen engaged celebrated Cincinnati architect Samuel Hannaford to design a new depot at Ninth and Spruce streets that would make the city proud. The grand facility was dedicated on April 15, 1893.

Three days later, the Terre Haute & Indianapolis and its affiliated railroads were sold to the Pennsylvania Railroad, which merged the properties in 1905 into a wholly-owned subsidiary called The Vandalia Railroad Co.

The Big Four - which became part of the New York Central in 1930 - responded in 1899 by replacing its passenger depot at Sixth and Tippecanoe with a new passenger depot at Seventh Street on the south side of the tracks.

John R. Walsh's Southern Indiana Railway arrived in Terre Haute in 1900, using Union Depot for passenger service and erecting a freight depot at 12th and Crawford streets. Southern Indiana ultimately became part of the Chicago, Milwaukee & St. Paul Railroad.

The Evansville & Terre Haute built a depot at 16th and Hulman streets early in this century but it was destroyed by the March 1913 tornado and not rebuilt.

Mike McCormick is the Vigo County historian. His column appears each Sunday.

## 1953: Part of U.S. 41 'most dangerous' road

Dorothy Jerse looks back at local history from 10, 25 and 50 years ago as reported in the Tribune and Tribune-Star.

■ Frederick L. Blade marked 20 years and Victor E. Mosteller and Eli C. Miller 25-year anniversaries with Pitman-Moore Inc.

sion plant and 75 to be temporarily released from Midland Glass. Jim Dowell, Indiana Employment Security Division analyst, reported

that would span the continent.

■ David Kaiserman, 15-year-old pianist from Paris, Ill., was the guest soloist with the Terre Haute